

1 UNITED STATES
2 ENVIRONMENTAL PROTECTION AGENCY
3
4 PUBLIC HEARING ON THE
5 REVISED 2023 AND LATER MODEL YEAR
6 LIGHT-DUTY VEHICLE GREENHOUSE GAS EMISSIONS STANDARDS
7 DOCKET NUMBER EPA-HQ-OAR-2021-0208
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9 9:30 a.m.
10 Thursday, August 26, 2021
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12 (Virtual Webcast)
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20 Room 2080

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1 101 7th Street, NW
2 Washington, D.C. 20407
3 On behalf of the Environmental Protection Agency:
4 ALEJANDRA NUNEZ, Deputy Assistant Administrator for
5 Mobile Sources, Office of Air and Radiation
6 MICHAEL OLECHIW, Light Duty Center Director
7 Office of Transportation and Air Quality
8 Speaker Block 1:
9 MARIE VENNER, Small Business Alliance
10 MARILYN HALL
11 JENNY CHURCHILL
12 MARTIN ALLEN
13 ANN HARVEY, Climate Health Now
14 MARGUERITE PENNOYER
15 PHYLLIS TERWILLIGER, United Methodist Women
16 CATHERINE GAROUPA WHITE
17 DEB BJORK
18 FRANK GRANDA
19 JACK HOLMGREEN, SparkeTap Water Company
20 NATALIE PIEN, Loudon Climate Project

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1 CARA FLEISCHER, United Methodist Climate Justice
2 DAVE COOKE, Union of Concerned Scientists
3 DODIE HAWKINS
4 MICHEL HARTRICK, Alliance for Automotive Innovation
5 Speaker Block 1:
6 MARY ANN BAIER
7 DOUGLAS DURANTE, Clean Fuels Development Coalition
8 MARK COOPER, Consumer Federation of America
9 Speaker Block 2:
10 LUKE TONACHEL, Natural Resources Defense Council
11 KENT SMITH
12 RICHARD NEWHOUSE
13 VICTORIA GILLET
14 THOMAS HOLIDAY, @VehiclesHybrid
15 LEAH WISTE, Michigan Interfaith Power & Light
16 MARIO GRECO, The Aluminum Association's
17 Transportation Group
18 REEM RAYF, BlueGreen Alliance
19 DOUG HOLMGREN
20 ZACH PISTORA, Sierra Club

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1 JACK DARIN, Sierra Club, Illinois Chapter
2 JACKIE GARCIA MANN, 350 Contra Costa
3 TRACY SABETTA, Moms Clean Air Force
4 RITA L. SMITH, United Methodist Women and Poor
5 People's Campaign

6

7 Speaker Block 2:

8 LYNN RAMBO-JONES
9 CINTHIA MOORE, Moms Clean Air Force
10 LINDA STOUT, Moms Clean Air Force
11 TRACY BABBIDGE, National Association of Clean Air
12 Agencies

13 AFTERNOON SESSION

14 Speaker Block 3:

15 BILL BRADLEE, Interfaith Power & Light
16 JOSE ACOSTA, LVEJO
17 DEBORAH BAKKER, Hyundai America Technical Center, Inc.
18 LAURIE HOLMES, Motor & Equipment Manufacturers
19 Association
20 REPRESENTATIVE PADMA KUPPA, Michigan State House

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1 MELINDA FLEMING
2 JOHN LINDER, National Corn Growers Association
3 FREDERICK TRAN
4 QIUNTA WARREN, Consumer Reports
5 WILL ANDERSON, Sierra Club
6 SAM SPENCER, City of Charlotte
7 CYNTHIA WILLIAMS, Ford Motor Co
8 NICOLE MARCOT, Moms Clean Air Force
9 Speaker Block 3:
10 DARIEN DAVIS, LCV
11 STEPHEN WYMAN, Evolving Electric Motor Company
12 JANET CHAPMAN, Citizens' Climate Lobby
13 LISA TANAKA, South Coast Air Quality Management
14 District
15 ANTHONY WITT
16 TAISIA STURZA
17 Speaker Block 4:
18 Sarah Rees, South Coast Air Quality Management
19 District
20 TIMOTHY MINOTAS, Sierra Club Michigan Chapter

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1 JUDI EGBERT, UUFR
2 JEFFREY GROSS, Sierra Club (Volunteer)
3 ERANDI TREVINO
4 JP THOMAS, Voice of the People
5 SUSIE ROBERTSON
6 CLAIRE RICHARDS, Alliance of Nurses for Healthy
7 Environment
8 PAUL OSBOURN, Westport WING
9 TERRY McGUIRE
10 BRIAN LAUGHLIN, ZF Group
11 Speaker Block 4:
12 NICK TROMBETTA, League of Conservation Voters
13 EMILY HOPKINS
14 VALENCIA BEDNAR
15 NATALIR VILLALPANDO PAER
16 RICHARD ECKMAN
17 Speaker Block 5:
18 ELIZABETH BRANDT, Moms Clean Air Force
19 DOROTHY BRANDT, Moms Clean Air Force
20 PETER BRANDT

1 VINH DANG, Bridge Beyond
2 COLUMBA SAINZ, Moms Clean Air Force
3 EDUARDO SAINZ, MFV
4 KELLY FLEMING, Zero Emission Transportation Association
5 ALICE HENDERSON, Environmental Defense Fund
6 MADELINE OLIVER, Better World Group
7 DR. JUSTIN MOG, Union of Concerned Scientists
8 MARC DREHSEN, Union of Concerned Scientists
9 MICHAEL PETELLE, Union of Concerned Scientists
10 ROBIN HANKIN, Union of Concerned Scientists
11 PAUL AMEN, Union of Concerned Scientists
12 PHILLIP CUNY, Retiree
13 Speaker Block 5:
14 WILLIAM DAVIES
15 SUZANNE LLEWELLYN
16 MOLLIE MICHEL, Environmental Protection Network
17 CONNIE KING
18 ROBIN GUILLOT
19 KAREN MELTON
20 EMERSON WILLIAMS

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1 JAMES NOYES
2 DANA GERSTEN
3 LANGSTON VERDIN

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15 P R O C E E D I N G S

16 MS. THOMPSON: Good morning and welcome to the
17 United States Environmental Protection Agency's Virtual
18 Public Hearing for the Revised 2023 and Later Model
19 Year Light-Duty Vehicle Greenhouse Gas Emissions
20 Standards.

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1 My name is Kayla Thompson from Abt Associates,
2 contractor to the U.S. EPA.

3 We are now ready to begin, and I'll turn it over
4 to EPA to get us started.

5 MR. OLACHIW: Good morning. On behalf of the
6 Environmental Protection Agency and the Office of Air
7 and Radiation, I'd like to welcome you to the second
8 day of our Public Hearing on EPA's Proposed Light-Duty
9 Vehicle GHG Program and thank you again to our
10 contractor, Abt Associates, who will help with
11 administering the Virtual Public Hearing today.

12 I am Michael Olachiw, Director of EPA's Light-Duty
13 Vehicle Center in the Office of Transportation and Air
14 Quality, and I will be the presiding officer for
15 today's hearing.

16 Also with me on the panel during the course of the
17 hearing are Bill Trombley, Robin Moran, and Ted Wiser
18 from the Office of Transportation and Air Quality, and
19 Marcado Gans Utsbaum from EPA's Office of General
20 Counsel.

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1 The purpose of this hearing is to receive oral
2 testimony from the interested parties regarding EPA's
3 Proposed Revisions to the Light-Duty Greenhouse Gas
4 Emissions Standards.

5 As you know, during his first days in office,
6 President Biden issued a series of Executive Orders
7 that set a clear direction for the EPA and this
8 Administration to protect public health, address the
9 climate crisis, and ensure environmental justice.

10 These Executive Orders gave federal agencies
11 direction to use the best science, protect the
12 environment and public health, ensure access to clean
13 air for everyone, reduce greenhouse gas emissions, and
14 bolster resilience to the impacts of climate change.

15 Executive Order 13990, issued on President Biden's
16 first day in office, directed all agencies to review
17 their regulations, orders, guidance, and policies to
18 ensure, among other goals, that we are promoting the
19 protection of public health and the environment,
20 including the goal of reducing greenhouse gas

1 emissions, and to prioritize environmental justice.

2 Under this Executive Order, EPA was asked to
3 review the April 2020 action by the previous
4 Administration to weaken the light-duty vehicle
5 greenhouse gas emissions standards that had been in
6 place since 2012.

7 EPA's carefully reviewed the record and assessed
8 more recent information and the ongoing technological
9 progress in the auto industry in both internal
10 combustion and electrified technologies.

11 After considering this robust technical record and
12 under EPA's authority under the Clean Air Act, EPA has
13 now proposed a revised set of more stringent GHG
14 standards, emissions standards that would apply to 2023
15 to 2026 Model Year light-duty vehicles.

16 These proposed standards are the subject of
17 today's hearing.

18 As we show in the rulemaking documents that are
19 now available in the Federal Register and EPA's website
20 and in the Public Docket, there is strong technical

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1 evidence that the auto industry is in a position to
2 very quickly get the Clean Cars Program back on track
3 with annual GHG emissions reductions similar to those
4 that had been planned for the past decade.

5 In fact, by 2026 the proposed standards will
6 exceed the most stringent standards of the original
7 2012 program.

8 We project that the auto industry would meet this
9 technical challenge at a reasonable cost, that the
10 offsetting gasoline savings to vehicle owners would be
11 substantial, and the reductions in greenhouse gas
12 emissions would be large, and that the proposed
13 standards would achieve significant public health
14 benefits for Americans.

15 We are at the same time all increasingly aware of
16 the urgency of the climate crisis and its sobering
17 effects almost daily in the news, a reality that the
18 international climate scientists just brought into even
19 sharper focus in their major report earlier this month.

20 EPA and this Administration are very clear that

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1 these proposed revised emissions standards, important
2 though they are, would not in themselves result in
3 sufficient emission reductions for the monumental task
4 at hand.

5 For that reason, the Administration has announced
6 plans to develop a broader and longer set of
7 regulations for light-duty vehicles that are planned to
8 be proposed during the next year.

9 As laid out in Executive Order 14037, issued
10 earlier this month, the Administrator of the
11 Environmental Protection Agency shall, as appropriate
12 and consistent with the applicable law, consider
13 beginning work on rulemaking under the Clean Air Act to
14 establish new multi-pollutant emissions standards,
15 including for greenhouse gas emissions for light- and
16 medium-duty vehicles, beginning with Model Year 2027
17 and extending through and including at least Model Year
18 2030.

19 As EPA embarks on this future set of longer-term
20 standards, we look forward to public engagement and

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1 stakeholder input.

2 We are conducting this hearing in accordance with
3 Section 307(d) of the Clean Air Act and this hearing
4 provides the forum for interested persons to submit
5 oral presentations.

6 We have scheduled time for all of those who have
7 registered using the online registration process. We
8 will continue today until all speakers have been heard.

9 We appreciate that holding a public hearing
10 virtually is relatively new, but EPA is committed to
11 making use of evolving technologies and ensuring that
12 we hear from all who wish to provide oral testimony.

13 As a reminder, the public also has an opportunity
14 to submit written comments through September 27, 2021.

15 For the two days of this hearing, we have had
16 almost 200 people register to present testimony
17 yesterday and today.

18 This hearing is being recorded and the transcript
19 will also be available electronically on the
20 regulations.gov website at EPA-HQ-)AR-2021-0208.

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1 We expect to post the recording of the hearing in
2 the next few days on the website for this rule.

3 This hearing will be conducted informally and the
4 Formal Rules of Evidence do not apply. However, as
5 presiding officer, I am authorized to strike from the
6 record statements which are deemed irrelevant or
7 needlessly repetitious to enforce reasonable limits on
8 the duration of statements of any speaker.

9 Speakers will be allowed to make oral statements
10 which they may later expand in writing for the record.
11 We request that speakers state their names and any
12 affiliation prior to making their oral statements and
13 to limit their testimony to three minutes. When a
14 speaker has finished their presentation, members of
15 this panel may ask questions concerning the issues
16 raised in the testimony.

17 Our contractor, Abt Associates, will be
18 facilitating the lineup of speakers and helping to keep
19 testimony to three minutes. We recognize that this is
20 not a lot of time and appreciate everyone's cooperation

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1 in allowing us to give everyone a chance to speak
2 today.

3 Please note that the EPA has distributed a list
4 and a tentative order of those registered to speak
5 today and we may make slight adjustments through the
6 hearing for accommodations.

7 We plan to take a 30-minute lunch break around 12
8 p.m. today and an afternoon break around 3 p.m.

9 Should there be members of the press with further
10 questions about today's hearing, please contact Aaron
11 Burgfeld at burgfeld.aaro@epa.gov.

12 With that, I will now ask Kayla to start the
13 hearing with our first set of speakers.

14 MS. THOMPSON: Thank you.

15 Before we begin, we'd like to go over some
16 logistics for today's public hearing.

17 As a reminder, all attendees are muted
18 automatically. If you are speaking today, you will
19 receive a notification on your screen that you are
20 being promoted to the role of panelist shortly prior to

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1 your speaking time. You must accept that invitation to
2 be able to unmute when you are called to testify. This
3 will also allow you to turn on your camera which we
4 encourage you to do.

5 Speakers connected by telephone should unmute
6 their phones when called to testify.

7 If you're having technical difficulties, please
8 send an e-mail to public_hearing@abtassoc.com or call
9 919-294-7712. If you are not registered to speak but
10 you would like to, please send an e-mail to
11 public_hearing@abtassoci.com or call 919-294-7712.

12 Now we will begin our public testimony. The
13 expected speaking order is currently displayed on the
14 screen. We ask that each person limit their verbal
15 testimony to three minutes. We encourage you to
16 provide your full written testimony and any additional
17 comments of any length to Docket Number EPA-HQ-OAR-
18 2021-0208 on [regulations.gov](https://www.regulations.gov).

19 I will be introducing each speaker in turn.
20 Please speak slowly and clearly so our court reporter

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1 can record these proceedings accurately.

2 Speaker Block 1

3 MS. THOMPSON: The first speaker will be Maria
4 Venner. You may now unmute and please state your name
5 and affiliation for the record.

6 MS. VENNER: Marie Venner. I'm Director of the
7 Small Business Alliance.

8 As a mom and a National Academy TRB Researcher who
9 has done close to 50 projects under these programs and
10 who still chairs TRB AHC-10, one on environmental
11 management and decarbonization, I thank you for your
12 proposal to strengthen federal greenhouse gas emissions
13 standards for passenger cars and light trucks by
14 setting stringent requirements for reductions through
15 Model Year 2026.

16 However, it is important to finalize standards for
17 Model Years 2023 to 2026 before working on pollution
18 standards for later years.

19 Also, please go with your Alternative Number 2 as
20 that would put 400,000 extra EVs on the road by 2026

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1 and result in a 130 million metric tons fewer GHG
2 emissions.

3 I was concerned to see and urge you not to go with
4 your initial preferred alternative as it includes some
5 loopholes to automakers that may otherwise undermine
6 strong pollution reduction targets.

7 EPA should finalize the strongest possible option.
8 We must do better and go further. I used to supervise
9 environmental specialists at a state DOT. So I have
10 insight into what is considered in transportation and
11 regulatory decision-making and what is not.

12 Please hear me. There has been an avalanche of
13 research this past decade on the harms from vehicle
14 emissions and their connection to every physical,
15 cognitive, and emotional condition where inflammation
16 is a component because fossil fuel emissions of all
17 types cause this inflammation, cause 21 percent of
18 dementia and Alzheimer's cases and vastly increase the
19 risk of asthma and autism.

20 My kids have asthma and my son is on the spectrum.

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1 Denver was the worst polluted city in the world one day
2 this summer and has had over 50 days of dangerous air
3 pollution, keeping us all indoors.

4 As a public servant and public policy researcher,
5 I was shocked at the extent of the health effects
6 evidence, deaths from cancer, organ damage, as well as
7 the most severe impacts to quality of life, learning,
8 anxiety, depression, illness, cognitive declines,
9 suicide, that I knew were not being considered in
10 decisions to fund projects.

11 I could use up my entire time just giving quotes
12 from doctors, medical researchers saying there is no
13 safe level, no safe level of these pollutants.

14 Completely aside from the severe climate risk we
15 are facing which justify getting off of fossil fuels
16 now and not registering one more fossil fuel vehicle
17 and making every sort of healthy transportation
18 alternative widely available, the health risks
19 overwhelmingly prove that this path should be taken.

20 A date should be set when no more fossil fuel

1 vehicles can be registered and used on public roads.
2 Public funds for widening should be paused this decade
3 and transportation funds should be spent on ensuring
4 that everyone has access to universal broadband and
5 transportation options, only investing in clean and
6 healthy ones, many, many lives to condone it.

7 Thank you. A recent literature review of air
8 pollution health effects research is submitted for the
9 record.

10 MS. THOMPSON: Thank you for your comment.

11 The next speaker will be Marilyn Hall. Marilyn,
12 you may now unmute and please state your name and
13 affiliation for the record.

14 MS. HALL: Good morning. My name is Marilyn Hall,
15 and I appreciate the opportunity to speak in support of
16 the proposed rule. I'm testifying as a private
17 citizen. I am retired and I live in Maryland. I
18 learned of this hearing through *Consumer Reports*.

19 My testimony is motivated by the climate crisis
20 and our urgent need to dramatically reduced energy

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1 emissions that contribute to global warming.

2 I support the Administration's swift action on
3 clean cars, but I urge the EPA to adopt the second
4 alternative of this rule. That alternative would
5 deliver greater savings to consumers and eliminate
6 loopholes for automakers.

7 I don't go in for flashy cars and I'm not an early
8 adopter of new technologies typically. I drove my last
9 car, a beat-up minivan, for almost 20 years before
10 thinking about a new car. As I considered a
11 replacement, I felt compelled to switch to a hybrid
12 and, if possible, an electric vehicle so that I could
13 reduce the pollution burden that my driving places on
14 the rest of the world.

15 I am fortunate that I was able to purchase a plug-
16 in hybrid car that meets my needs, is a great car that
17 I've already taken on a few road trips. I only wish
18 that the battery would carry my car farther between
19 charges so that I would not need to rely on gasoline as
20 much as I do.

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1 There's a huge market for electric cars that will
2 become even larger as the technology improves. I have
3 found tremendous interest in hybrid electric cars since
4 I started driving mine. Friends have asked to check
5 out my car to see whether it would work for them.
6 Strangers approach me at charging stations with
7 questions about the technology. Some folks have
8 commented longingly that they would like to own an
9 electric vehicle but they need prices they can afford.
10 The proposed rule can help that to happen for American
11 consumers. People want electric cars.

12 We live privileged lives in this country and our
13 continued use of polluting vehicles is damaging the
14 environment, contributing to global warming and causing
15 frightening deadly weather events that have already
16 caused many deaths in this country and around the
17 world.

18 This proposed rule, especially the EPA's second
19 alternative, is an essential step towards slowing
20 climate change.

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1 I urge you to move forward with the second
2 alternative as the final rule.

3 Thank you for your attention. I appreciate this
4 opportunity.

5 MS. THOMPSON: Thank you for your comment.

6 The next speaker is Jennie Churchill. Jennie, we
7 do not currently see you among the list of attendees.
8 However, if you have joined using a different name, we
9 would invite you at this time to raise your hand and if
10 you have called in, you may raise your hand by dialing
11 Star 9 on your phone.

12 (No response.)

13 MS. THOMPSON:

14 MS. THOMPSON: We will now move on to the next
15 speaker on our list.

16 The next speaker is Martin Allen. Martin, you may
17 now unmute and please state your name and affiliation
18 for the record.

19 MR. ALLEN: Good morning. Thank you for the
20 opportunity to testify this morning.

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1 My name is Martin Allen. I'm a real estate
2 attorney at DiFrancesco, Bateman in New Jersey, but
3 I'll be testifying today as a private citizen.

4 I strongly support this Administration's efforts
5 to encourage production and use of clean cars and urge
6 the EPA to adopt the second alternative which would
7 deliver greater savings to consumers and eliminate
8 industry loopholes.

9 I'm going to speak to you about my personal
10 experiences as an electric vehicle owner and the issues
11 of upfront costs, range anxiety, and a need for
12 improved infrastructure.

13 Upfront costs. Yes, purchasing an EV is more
14 expensive than purchasing a petroleum-fueled car.
15 However, the cost savings for ownership of an all-wheel
16 drive SUV to an all-wheel drive EV have been
17 remarkable. I went from spending over \$200 per month
18 in gasoline alone as compared with a nominal additional
19 cost to my home electricity of maybe \$30 a month, a
20 difference in cost that more than offset my higher

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1 monthly lease payments for my EV.

2 After that, I have zero maintenance charges on the
3 new car, no oil changes, no fuel changes, no filter
4 changes, no periodic scheduled maintenance costs, and
5 I'm saving more than the upfront costs on my "more
6 expensive electric vehicle."

7 Range anxiety. Did I have range anxiety? Oh,
8 yeah, I have range anxiety. Did I get over it? Yes,
9 very quickly. I live in the Watchung Hills, New
10 Jersey, and we get some inclement winter weather here.
11 So a four-wheel drive vehicle was a requirement.

12 My EV, which has dual motors, is set by me to get
13 approximately 250 miles on a complete charge, and I can
14 get over 300 miles fully charged. I charge my car
15 around once or twice a week. I installed a Level 2
16 240-volt charge in my garage in my townhome house at a
17 cost of less than \$300. I get a full charge at home in
18 around six hours, but I almost never charge from zero
19 at home.

20 Let me tell you a story how I got over range

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1 anxiety. Soon after getting my electric vehicle, I
2 went on vacation and parked my car at the airport. On
3 the way to the airport, I discovered that I had less
4 than 60 miles left of estimated charge. What if the
5 estimate was wrong? What if there wasn't sufficient
6 charge to get home?

7 So when I left the airport, I put on the standard
8 regenerative braking, slowed my speed, used my brakes
9 probably a bit more frequently than I would have
10 normally, and I arrived at home with an estimated miles
11 of more than what I started with. As for quick
12 charging stations, I have used a couple and within 15
13 or 20 minutes, any short coffee break, my car has been
14 fully charged. I'm over anxiety, no more range
15 anxiety.

16 Lack of infrastructure. Do we need fast charging
17 stations for we consumers' range anxiety? Absolutely,
18 and I believe the Administration's plans will greatly
19 help.

20 Are single family homeowners at an advantage now

1 over multifamily and multistory residential dwellers?
2 Absolutely. But with increased investments in
3 infrastructure, incentives for petroleum retailers to
4 install charging stations, local land use incentives
5 and the like, infrastructure can and will be built to
6 meet the needs of consumers.

7 Improved fuel economy standards by the EPA is but
8 one way to put industry on a path to reduce greenhouse
9 gas emissions by encouraging development and sales of
10 electric vehicles.

11 EPA's strong car standards will drive down overall
12 pollution, spur technological electrification
13 innovation and drive down consumer costs.

14 The EPA should not accept a rule which with a weak
15 proposal and loopholes for the automaker industry.
16 There's no need to compromise. I therefore ask the EPA
17 to take action to set the strongest clean car standards
18 possible, reinstate the Obama/Biden federal standards,
19 and Alternative 2, and even stronger standards
20 thereafter.

1 I'm more than happy to answer questions. If not,
2 thank you very much for your time, and have a good
3 morning.

4 MS. THOMPSON: Thank you for your comment.

5 The next speaker on our list is Ann Harvey. Ann,
6 we do not currently have you listed among the list of
7 attendees. However, if you have joined using a
8 different name, we would invite you at this time to
9 raise your hand, and if you have called in, you may do
10 so by dialing Star 9 on your phone.

11 (No response.)

12 MS. THOMPSON: We will now move on to the next
13 speaker.

14 The next speaker will be Marguerite Pennoyer. You
15 may now unmute and please state your name and
16 affiliation for the record.

17 DR. PENNOYER: Good morning. My name is
18 Marguerite Pennoyer, and I'm a physician specializing
19 in allergy, asthma, and immunology.

20 I also volunteer as Board Chair of the American

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1 Lung Association in Maine and Vice Chair of the
2 American Lung Association of New England and the Mid-
3 Atlantic.

4 Thank you for the opportunity to speak with you
5 today about this vital topic. My thanks also go to
6 President Biden and his Administration who know how
7 critical it is to tackle climate pollution from
8 transportation.

9 This proposal and the broader actions on clean
10 cars from the Administration are helpful, but we need
11 the most stringent possible clean car and truck
12 standards to truly make good on President Biden's
13 commitments to address climate action and environmental
14 justice.

15 The transportation sector is the largest source of
16 greenhouse gas emissions in the United States.
17 Gasoline- and diesel-powered cars, SUVs, and the
18 increasingly-powerful pickup trucks pollute the air we
19 breathe and drive climate change.

20 I'm a doctor, a parent, and a hybrid electric car

1 owner who has benefited from the increasingly wide
2 choice of options for cars meeting or exceeding EPA's
3 standards as we try to make automotive choices that
4 will protect my patients and my children's health.

5 However, I wanted to share my husband's recent
6 experience in trying to purchase a light-duty pickup
7 truck as just one example of the need for ever-stronger
8 standards.

9 He had just retired last year and was looking for
10 a small truck to tackle a number of home construction
11 projects and canoeing trips. He searched long and hard
12 to try to find an acceptable option for a light truck
13 that had zero or low greenhouse gas emissions, either
14 hybrid or all-electric. There were almost exactly zero
15 available options.

16 Pressure to innovate has been stymied for pickup
17 trucks by loopholes and lack of pressure on the
18 industry. These wildly popular and energy inefficient
19 pickup trucks now seem to be among the most common type
20 of personal vehicle seen on Maine's roads and the

1 nation's highways.

2 Truck manufacturers have been bypassing so many of
3 the air quality protections that have been engineered
4 into their smaller cars. This is but one personal
5 example among so many of why stronger standards are
6 needed to drive innovation, ingenuity, and provide many
7 more clean truck and car options that don't further
8 jeopardize our clean air.

9 Please ensure that these standards don't include
10 any shortcuts or loopholes for automakers to cut
11 corners so that we see significant and genuine
12 reductions in greenhouse gas emissions.

13 Please do not allow unnecessary give-aways or
14 complex credit scheme for automakers that look good on
15 paper but that negate real-world benefits and delay
16 progress toward newer and cleaner technologies.

17 I support all EPA efforts to reduce greenhouse gas
18 emissions for all cars, trucks, and larger vehicles
19 that will protect the health of my family and my
20 patients.

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1 The EPA must set much stronger standards covering
2 cars, SUVs, and light trucks through at least 2030 to
3 drive the transition to zero emission vehicles that the
4 nation needs and that President Biden has called for in
5 his Executive Order.

6 The EPA must finalize this rule to cover the Model
7 Years 2023 through 2026 and set up more health
8 protective standards beyond that.

9 The EPA proposals are a necessary first step
10 toward addressing the previous Administration's
11 rollback of cleaner cars, but it's only a start.
12 Stronger standards are desperately needed.

13 According to the Lung Association's Road to Clean
14 Air Report, a nationwide transition to zero emission
15 vehicles, including passenger cars, buses, and heavy-
16 duty vehicles, will provide \$72 billion in health
17 benefits and a \$113 billion in climate benefits
18 annually by 2050. It would reduce dangerous air
19 pollution, especially for communities that live near
20 major roads, and in June, the Lung Association released

1 a poll showing that 70 percent of American voters are
2 in support of the Federal Government advancing policies
3 to encourage a nationwide transition to electric
4 vehicles.

5 So in conclusion, climate change is threatening
6 the health of my patients and my family. The Biden
7 Administration must use all available tools to reduce
8 carbon pollution. We must take immediate action at
9 every level to address climate change and reduce
10 greenhouse gas emissions.

11 Please finalize this proposal quickly and move
12 forward with even bolder greenhouse gas and fuel
13 efficiency standards for cars, light trucks, and SUVs
14 into the future that will speed up this truly vital
15 transition to zero emission vehicles.

16 Thank you.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker will be Phyllis Terwilliger. You
19 may now unmute and please state your name and
20 affiliation for the record.

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1 MS. TERWILLIGER: Thank you for providing an
2 opportunity to testify.

3 I am Phyllis Terwilliger, a United Methodist
4 Woman, a mother, and an elementary educator, and I
5 drive a car.

6 As adults, we breathe 16 times per minute. That's
7 48 breaths during this three-minute testimony. A child
8 breathes 25 times per minute. That's 75 breaths during
9 this three-minute testimony.

10 I recently moved from Berle, Pennsylvania, to the
11 urban area of York, Pennsylvania. On average, a car or
12 truck passes by my house every three seconds. I live
13 on a very busy road.

14 The American Lung Association states, "An
15 estimated 30 to 45 percent of the people in North
16 American cities live or work near enough to a busy road
17 to experience significantly higher levels of
18 pollution." This, of course, leads to increased rates
19 of asthma and other respiratory illnesses.

20 Low-income people and communities of color are

1 often closest to highways and bear the greatest burden
2 from vehicle pollution.

3 The EPA must, must set the strongest possible
4 federal vehicle emission standards to ensure we are
5 protecting families from pollution and reversing
6 climate change.

7 We as humans are spiritual creatures. The Hebrew
8 word for breath, Ruach, is the same word for spirit.
9 Air is the life force that brings all people into
10 existence beginning with their first breath.
11 Therefore, dirty air can compromise our spiritual
12 health.

13 Spirituality is not merely a belief and an
14 ultimate reality. It's a belief in the possibility
15 that clean air is a basic human right available for
16 all. Our communities deserve clean, breathable air.

17 A healthy spiritual life is intimately connected
18 to the EPA's reducing dangerous greenhouse gas
19 pollution by setting the boldest possible emissions
20 standards.

1 Take a deep breath. Thank you.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Deb Bjork. You may now
4 unmute and please state your name and affiliation for
5 the record.

6 DR. BJORK: Thank you for the opportunity to
7 speak.

8 My name is Deb Bjork. I live in Fort Collins,
9 Colorado, a city which since 2008 is within the non-
10 attainment area due to surface ozone with a serious
11 rating by the EPA, but it's also rated as a best place
12 to live in the U.S. in various polls.

13 The incongruence in these two facts exemplifies
14 accelerated rate of climate change. In 50 of the last
15 57 days, I've received unhealthy air quality alerts.
16 Surface ozone forms in sunlight mixing with pollutants
17 made worse in high temperatures. The air has been
18 suffocating. The outdoor air is stifling, a heat dome
19 with oppressive temperatures and pollution.

20 I have asthma as do my children and grandchildren.

[PAGE]

1 We are confined to our homes with air purifiers and air
2 conditioning just to be able to breathe and we're
3 fortunate to be able to do that.

4 Our air is just one of the many catastrophic
5 impacts of climate change. Our children and
6 grandchildren are inheriting a burning hot and polluted
7 world.

8 The sobering and terrifying Sixth
9 Intergovernmental Panel on Climate Change Report
10 released two weeks ago clearly describes our hellish
11 future unless we take immediate and bold action to curb
12 fossil fuel emissions.

13 We must mitigate the worst of climate change. We
14 need the EPA to enact strong standards. I have a Ph.D.
15 in clinical psychology. Research shows that the
16 effects of climate change place children at risk of
17 mental health consequences, including PTSD, depression,
18 anxiety, phobias, sleep disorders, attachment
19 disorders, and substance abuse. These in turn can lead
20 to problems with emotional regulation, cognition,

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1 learning, behavior, language development, and academic
2 performance. Together, these predispose adverse mental
3 health outcomes.

4 Climate change also affects adults with mental
5 health impacts and significant stress. Two recommended
6 coping strategies that reduce psychological impacts of
7 climate change are staying informed and taking positive
8 action towards change.

9 Of note, one suggested action is to buy an energy-
10 efficient or electric car.

11 Because the transportation sector is the largest
12 source of carbon pollution in the U.S., reducing
13 vehicle pollution is essential for the fight for
14 climate change and clean air. Reducing pollution from
15 cars and light-duty trucks is crucial to improving air
16 quality.

17 Moving quickly and decisively to zero pollution
18 vehicles paves the way for people to take action.

19 Please enact the strongest federal clean car
20 standards through 2026 to meet ambitious pollution

1 reduction goals. Please eliminate loopholes for
2 automakers. Strong regulations puts them on track to
3 sell millions of vehicles and sets us on the path to a
4 hundred percent zero emissions new vehicles sales by
5 2035.

6 We have the technology. We have the science. We
7 have the large automakers posed to comply, and we have
8 the American public clamoring for change. Vehicle
9 pollution not only causes climate change but it also
10 degrades air quality and threatens our health. Strong
11 regulations can give my grandchildren and all children
12 clean air and a trajectory towards a healthier climate.

13 Thank you.

14 MS. THOMPSON: Thank you for your comment.

15 As a reminder, if you are speaking today, you will
16 receive a notification on your screen that you are
17 being promoted to the role of panelist shortly prior to
18 your speaking time. You must accept that invitation to
19 be able to unmute when you are called to testify. This
20 will also allow you to turn on your camera which we

[PAGE]

1 encourage you to do.

2 Speakers connected by telephone should unmute
3 their phones when called to testify.

4 If you are having technical difficulties, please
5 send an e-mail to public_hearing@abtassoc.com or call
6 919-294-7712. If you are not registered to speak but
7 you would like to, please send an e-mail with your name
8 and phone number to public_hearing@abtassoc.com or call
9 919-294-7712.

10 The next speaker on our list is Frank Granda.
11 Frank, we do not currently have you listed among the
12 list of attendees. However, if you have joined using a
13 different name, we would invite you to raise your hand
14 at this time, and if you have joined by dialing in
15 today, you may raise your hand by dialing Star 9 on
16 your phone.

17 (No response.)

18 MS. THOMPSON: We will now move on to the next
19 speaker.

20 The next speaker will be Jack Holmgreen. Jack,

[PAGE]

1 you may now unmute and please state your name and
2 affiliation for the record.

3 MR. HOLMGREEN: Thank you for this opportunity to
4 give my testimony on this subject. I make these
5 comments as a private citizen.

6 My name is Jack Holmgreen, and I live in Kirk
7 County, Texas. I am President and Founder of
8 SparkleTap Water Company, but I did serve as chief
9 engineer on seagoing vessels for 38 years, so I'm very
10 knowledgeable about the importance of energy demand
11 management for the safety of our crew. I had to make
12 sure we had sufficient energy onboard to make it to the
13 next port.

14 I currently own and operate three vehicles with
15 internal combustion engines used in my business. My
16 personal vehicle is a 2021 Toyota Sienna Hybrid and one
17 of my company vehicles is a 2006 Toyota Sienna. So I
18 have personal knowledge about the relative difference
19 in fuel consumption of these two vehicles.

20 My '06 Sienna travels about 500 miles on 30

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1 gallons of gasoline while my Hybrid Sienna will go that
2 far with 12 gallons. That comes out to about a 55
3 percent increase in efficiency. A fully electric
4 vehicle, however, such as the Tesla plug-in models,
5 while having zero gasoline emissions, is actually less
6 efficient due to the shorter range, reliance on
7 charging from the grid, which in Texas is
8 overwhelmingly powered by natural gas and some coal
9 with very little wind or solar.

10 The effect is that the plug-in vehicles are
11 actually just replacing gasoline with some other fossil
12 fuels for the most part.

13 My comment is this. The plug-in vehicle is not
14 adding efficiency unless it is coupled with a
15 requirement that it provides solar, wind, or hydrogen
16 power to charge it. With hybrid models, however, there
17 is an immediate reduction in gasoline consumption and
18 pollution with no burden on the already delicate grid
19 as witnessed here in Texas last winter.

20 Most plug-ins will charge at home in the evenings

1 when returning from work and this is at peak load
2 period. Some countries are already assessing huge
3 import duties for all-electric vehicles because it is
4 far more efficient to just burn gas in the car than it
5 is to rely on the grid which in many cases is fed
6 primarily by coal.

7 Just to be clear, I support Proposal Number 2 in
8 order to eliminate loopholes that the transportation
9 industry will most certainly take advantage of, but
10 with only the two proposals on the table, you're asking
11 us do you want me to cut off both your hands or do you
12 just want me to cut off one? Given those two choices,
13 Number 2 is far superior.

14 I'm asking you to consider a third choice. How
15 about offering us the hand, one that doesn't do more
16 harm than good?

17 Thank you for the time, and I yield.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker will be Natalie Pien. You may
20 now unmute and please state your name and affiliation

[PAGE]

1 for the record.

2 MS. PIEN: Hello. I am Natalie Pien, current
3 President of Loudon Climate Project, an Asian American,
4 and calling in from Leesburg, Virginia.

5 Thank you for the opportunity to share my thoughts
6 as a climate activist, former environmental scientist,
7 retired public school science teacher, owner of hybrids
8 and an EV since 2010, and biological grandmother to be
9 in January 2022.

10 I'm concerned about the future for my children, my
11 grandchildren, and my over 1,000 middle school science
12 students.

13 Efforts to prepare our children to succeed in life
14 will be for naught unless we act to avoid the most dire
15 consequences of climate change. They all deserve a
16 livable planet without struggling to survive.

17 A livable planet can be achieved through net zero
18 carbon emissions by 2050. This goal requires
19 Alternative 2 for 100 percent zero emissions from
20 vehicles and power plants by 2035.

[PAGE]

1 In addition, Biden rejoined the Paris Agreement
2 and Alternative 2 is essential to meet the commitment
3 to cut greenhouse gas emissions in half by 2030.

4 Upon the early August release of the IPCC Six
5 Assessment, the UN Secretary General announced that the
6 world is in Code Red due to human-induced climate
7 change.

8 Where I live, Northern Virginia is now an air
9 quality marginal non-attainment area due to excessive
10 ozone. Internal combustion engine vehicles, ICEs, emit
11 ozone precursors as well as other pollutants that harm
12 human health.

13 I vividly recall the time I walked my now 33-year-
14 old daughter in a stroller down a sidewalk in Leesburg.
15 I became anxious and almost distraught realizing that I
16 was exposing her to car exhaust. Zero emission
17 vehicles would eliminate this experience and restore
18 clean air and improved health to our communities,
19 especially communities of color disproportionately
20 exposed to air pollution.

[PAGE]

1 Additionally, Alternative 2 will complement
2 President Biden's American Jobs Plan by creating
3 distributed jobs installing charging stations
4 nationwide.

5 Auto manufacturers are already phasing out ICE
6 models in favor of EVs.

7 Adopt Alternative 2 to reassure manufacturers that
8 they are not taking a risk. Take the opportunity to
9 transition our nation off fossil fuels. My husband and
10 I have already embraced it. We purchased our first
11 hybrid in 2010 and our first EV in 2019. With more
12 charging stations, the need for a hybrid and its
13 greenhouse gas emissions will be eliminated.

14 Following the footsteps of our Canadian neighbors,
15 by 2035 Canada will require 100 percent of all new
16 light-duty cars and passenger truck sales to be zero
17 emissions.

18 As an EV driver, I don't miss going to the gas
19 station to buy gas. I don't miss going to the car
20 dealer to pay for regular service and repairs.

[PAGE]

1 A 2018 study by the University of Michigan found
2 that operating an EV is less than half the cost of
3 operating an ICE. There's so many benefits to be
4 gained.

5 In conclusion, I urge you to adopt the strongest
6 possible standard as proposed in Alternative 2. It
7 will close loopholes for automakers to avoid the
8 standards all together.

9 Further, Alternative 2 is necessary to comply with
10 Executive Order 12866 requiring agencies to choose the
11 regulatory alternative that maximizes net benefits.

12 Thank you for holding this public hearing.

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker will be Cara Fleischer. You may
15 now unmute and please state your name and affiliation
16 for the record.

17 MS. FLEISCHER: Good morning.

18 I'm Cara Fleischer from Tallahassee, Florida, and
19 the United Methodist Creation Care Leader.

20 As a climate advocate, it is an honor to speak to

1 you about the need for the strongest vehicle emission
2 rules at this pivotal moment in history.

3 Life, liberty, and the pursuit of happiness, I
4 grew up believing these are my rights as an American.
5 In one generation, this constitutional promise has been
6 stolen from me, my children, my four-year-old niece,
7 every American alive and those yet to be born, all
8 because we have failed to act boldly on the climate
9 crisis.

10 Climate air quality advocacy became my mission
11 five years ago after the Paris Agreement was signed and
12 hope poured into my heart that world leaders were
13 united to solve climate. That was a moment I felt
14 called by God and I was changed from the stay-at-home
15 mom with a communications background to a full-time
16 climate justice advocate.

17 It turned out that as a mom with an infant who
18 suffered from asthma, I already knew how cars, trucks,
19 and power plants were polluting our air and turning it
20 into smog.

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1 Following the EPA Air Quality Index, yellow, red,
2 and purple smog alerts were the norm in Atlanta, and we
3 felt trapped. We picked up and moved back to my home
4 state of Florida for cleaner air that got hit with a
5 devastating hurricane shortly after showing us we
6 couldn't escape the climate crisis.

7 All of this happened when the Obama/Biden vehicle
8 emissions regulations were in effect. That is why I
9 strongly feel that we need to not only return to those
10 standards but to go further to cut vehicle emissions
11 that are making us sick, causing thousands of deaths,
12 and speeding up the climate crisis.

13 The science is clear. The solutions are
14 available, and the political will has risen to make
15 climate action the top voting issue in the 2020
16 election.

17 My advocacy led me to the UN Climate Convention
18 Top 25 in Madrid as a Christian climate observer. The
19 shame Americans endured because our government pulled
20 out of the Paris Agreement, abandoning the Paris

1 process, and leaving the world adrift without our
2 leadership was devastating.

3 President Biden returned us to the Paris Agreement
4 and when I go to COP 26 in November, I know all eyes
5 will be on him and what the United States does.

6 Will it be more photo ops and incremental action
7 or will we rise to this enormous challenge and put our
8 money where our promises are? We need bold leadership,
9 the boldest.

10 The steps President Biden's EPA takes now will
11 either mark him as a champion who literally can save
12 the world or just another politician who came up short.
13 This is the moment he has been waiting for his whole
14 life, a chance to do the ultimate good for humanity,
15 and no other decision he makes will come close.

16 History will remember if America rose to meet this
17 challenge of drastically reducing greenhouse gas
18 emissions or failed to do humanity to suffering like
19 we've never known.

20 Creating strong vehicle emissions rules is a

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1 substantial step in showing the world that we are
2 serious about doing our part to solve the climate
3 crisis that our wealthy country played a large part in
4 creating. There is no time to waste. The IPCC Report
5 was as devastating as it was obvious.

6 We have already made irreversible changes to our
7 planet and the worst case scenarios are coming
8 dangerously fast, in decades, if we don't slam on the
9 brakes of vehicle greenhouse gas emissions and cut them
10 drastically.

11 We can rise above all the darkness and put the
12 planet and the future of every human being above
13 corporate pressure and profits. We must reduce
14 greenhouse gas emissions if my children and all
15 Americans are to follow their God-given right to life,
16 liberty, and the pursuit of happiness.

17 On September 1st, people of faith around the world
18 will come together for the World Day of Prayer for
19 Creation for 24 hours of constant prayer for those
20 suffering from climate catastrophes and for our leaders

1 to take bold action to solve the climate crisis leading
2 up to COP 26.

3 President Biden and all of you will be in my
4 prayers.

5 Thank you.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Dave Cooke. You may now
8 unmute and please state your name and affiliation for
9 the record.

10 MR. COOKE: Thanks. I'm Dave Cooke, Senior
11 Vehicles Analyst with the Union of Concerned
12 Scientists.

13 I'll not belabor the points made by countless
14 testifiers these past couple days as to the urgent need
15 to address climate change. Unfortunately, EPA's
16 proposal does not adequately reflect that urgency.
17 It's especially apparent given the unnecessary
18 loopholes which run through the agency's proposed rule.

19 First, while the agency has significantly narrowed
20 the damage caused by its proposed extension of the EV

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1 multiplier, thanks to a more stringent cap, than those
2 in the California Agreements, EPA has not adequately
3 justified the need for such an incentive, particularly
4 in light of its continued refusal to account for the
5 upstream emissions of these vehicles which already
6 significantly rewards EV deployment at the expense of
7 guaranteed emissions reductions.

8 We recommend the agency simply do away with the
9 multipliers entirely.

10 Second, the Off-Cycle Credit Program is broken, as
11 indicated by EPA's acknowledgement in the proposal that
12 manufacturers have been receiving undue credits for a
13 number of technologies. Now is the time to rein in
14 this program, not expand it.

15 We recommend that EPA finalize the more rigorous
16 definitions of the off-cycle technologies while
17 maintaining the 10 gram per mile menu cap.

18 Third, manufacturers are currently sitting on over
19 220 million mega grams of credits. Even under the
20 current rules, our modeling indicates that the industry

1 has more than enough credits to comply with the
2 agency's proposal in 2023 without any lifetime
3 extensions.

4 While the proposed extension may be more limited
5 than a similar give-away in the 2012 rules, the agency
6 didn't conduct any modeling effort to justify the need
7 for such an extension, and we recommend that the agency
8 eliminate it.

9 Fourth, the full-sized pickup advanced technology
10 credit is unwarranted for it has clearly proven any
11 concerns about electrifying this segment wrong with
12 the power boost hybrid package is already at nearly a
13 10 percent take rate without any additional credits.

14 It's hard to see what's accomplished with this,
15 apart from directly cutting into the stringency of the
16 rule with a corporate windfall.

17 Finally, all of these loopholes are made available
18 ahead of any changes in the rule. In other words, EPA
19 is proposing to weaken the standards in Model Years
20 2022 and earlier below that of the SAFE Rule.

1 If EPA does not believe it has the authority to
2 strengthen the rules for Model Years 2021 and 2022, it
3 should not undercut them either. No added flexibility
4 should go into effect for the industry until the year
5 EPA begins increasing the stringency of the rule.
6 Otherwise, it single weakens the already inadequate
7 standards on the books today.

8 EPA deserves kudos for moving quickly to right the
9 ship that the previous Administration tried to sink,
10 but it remains more than a few bucketfuls short of
11 bailing us out of the current disaster.

12 Putting in place Alternative Number 2 for Model
13 Years 2023 through 2025, increasing its stringency in
14 2026, and eliminating the remaining unnecessary
15 flexibilities would likely still fall short of the
16 emissions reductions promised nearly a decade ago, but
17 it would at least put the industry back on course with
18 the trajectory commensurate with President Biden's
19 recent Executive Order and with what the science says
20 is needed to address climate change.

1 Thank you for the opportunity to testify today.
2 We'll continue to engage with the EPA to provide
3 further data to strengthen the rule and ensure we can
4 achieve the maximum reductions possible from this
5 sector.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Dodie Hawkins. You may
8 now unmute and please state your name and affiliation
9 for the record.

10 MS. HAWKINS: Good morning. I'm Dodie Hawkins,
11 here representing New Mexico Conference United
12 Methodist Women, New Mexico Interfaith Power & Light.
13 Excuse me.

14 I want to thank you for allowing so many of us to
15 share our thoughts and expertise regarding the EPA Gas
16 Emission Standards.

17 I have listened for two days to convincing
18 arguments to support the most robust and inclusive
19 standards possible if we are to avert the tipping point
20 to a climate disaster. So many people from all walks

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1 of life have taken their time to testify and I thank
2 them.

3 What more can I say to convince the EPA to develop
4 the standards requested by so many esteemed speakers?
5 Anything I might say related to climate change,
6 combustion engines, electric vehicles, or the like
7 would only be redundant.

8 So I would like to focus my few minutes on
9 something else, our responsibility to be good stewards
10 of God's creation: this world. I know there are
11 people rolling their eyes and tuning me out as just
12 some batty old lady but hear me out, please.

13 We can't all be at all places at all times. So
14 responsible people are selected to be stewards or the
15 persons who manage another person's property or affairs
16 and that is what the EPA is, our steward of earth.

17 I believe the earth is speaking to us loud and
18 clear. Earthquakes, floods, droughts, fires, and many
19 other tragic consequences of our disregard for the
20 earth are becoming all too frequent. Unfortunately, we

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1 have not heard the cries from the earth for far too
2 long.

3 Is it too late? I pray not. I am blessed with 15
4 grandchildren and five great-grandchildren so far.
5 Will they feel that I betrayed them by not doing enough
6 to stop the onslaught of climate change? Again, I pray
7 not. But EPA stewards, you have the opportunity to be
8 good stewards, good managers of this earth.

9 Personally, at 84, I'm running out of time and
10 energy to fight the fight but not so for you.

11 United Methodist Women has made Just Energy for
12 All a pillar of their efforts for the next four years.
13 This organization of over 800,000 women will be
14 watching the EPA to see if they are up to the task of
15 being good stewards. Let's all pray that you are.

16 Thank you.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker will be Michel Hartrick. You may
19 now unmute and please state your name and affiliation
20 for the record.

[PAGE]

1 MR. HARTRICK: Good morning. I am Michel
2 Hartrick, representing the Alliance for Automotive
3 Innovation or AutoInnovators.

4 AutoInnovators represents automakers that produce
5 nearly 99 percent of all new light-duty vehicles sold
6 in the United States, their suppliers and technology
7 and mobility companies.

8 AutoInnovators and our member companies are
9 aligned with this Administration's goals and vision for
10 addressing climate change and fostering a strong and
11 competitive U.S. economy. We support the goals of
12 EPA's GHG Program.

13 Today, the auto industry is transforming to
14 provide cleaner, safer, and smarter automobiles. Auto
15 companies are stepping up to the challenge to greatly
16 expand electrification, setting aspirations for 40
17 percent to 50 percent of new light-duty vehicle sales
18 in 2030 and investing over \$330 billion on
19 electrification by 2025.

20 Thus, it is critical that EPA, NHTSA,

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1 AutoInnovators, auto companies, and other stakeholders
2 work together to reduce greenhouse gas emissions and to
3 enable a shift to electrified and zero emission
4 vehicles, including battery electric vehicles, plug-in
5 hybrid electric vehicles, and fuel cell electric
6 vehicles, while continuing to support U.S. auto jobs.

7 There are three aspects that I want to highlight
8 today.

9 First, the long-term vision starts today. Going
10 from two percent electric vehicle sales today to 40
11 percent or more in less than nine years will be
12 challenging. Achieving this goal will require more
13 than just regulating vehicles. It requires significant
14 efforts by all stakeholders, including federal, state,
15 and local governments, utilities, refueling
16 infrastructure providers, builders, and fleet
17 operators, to name a few.

18 Ensuring EVs and their charging and refueling
19 infrastructure are affordable, equitable, and
20 convenient for customers will be crucial to growing

1 customer demand and making the EV transition.

2 This will require a comprehensive national
3 strategy which includes state, local, and federal
4 investments to put into place the necessary conditions
5 for success which are in addition to the substantial
6 investments that automakers are making towards the EV
7 transition.

8 Second, today's standards need to include actions
9 to set the stage for longer-term success. These
10 standards will require significant increase in
11 electrification.

12 Therefore, we support EPA's inclusion of
13 provisions that incentivize and encourage this,
14 including electric vehicle production multipliers and
15 the recognition that the electric vehicles have zero
16 tailpipe emissions. These tools are necessary and
17 important to a robust and well-balanced program.

18 Finally, I want to note the importance of
19 coordination and stringency alignment between EPA's
20 greenhouse gas and NHTSA's Corporate Average Fuel

1 Economy Programs.

2 Fundamental to the principles the agencies and the
3 auto industry have worked under since 2009, alignment
4 of these regulations is critical to reducing
5 unnecessary burdens.

6 We must put all resources toward achieving our
7 shared goals. This is especially important as
8 automakers' investments transition away from internal
9 combustion engines and increase in electric vehicle
10 technologies.

11 Thank you for your time. AutoInnovators
12 anticipates submitting written comments to address
13 EPA's greenhouse gas standards, NHTSA's corporate
14 average fuel economy standards, and the coordination
15 and harmonization between the two. I'm happy to take
16 any questions.

17 MS. THOMPSON: Thank you for your comment.

18 AS a reminder, if you are speaking today, you will
19 receive a notification on your screen that you are
20 being promoted to the role of panelist shortly prior to

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1 your speaking time. You must accept that invitation to
2 be able to unmute when you are called to testify. This
3 will also allow you to turn on your camera which we
4 encourage you to do.

5 Speakers connected by telephone should unmute
6 their phones when called to testify.

7 If you have joined using a name other than what is
8 listed on the speaker list or have dialed in, we ask
9 that you please raise your hand when called on so we
10 can promote you to the role of panelist. If you have
11 called in, you can raise your hand by dialing Star 9.

12 If you are having technical difficulties, please
13 send an e-mail to public_hearing@abtassoc.com or call
14 919-294-7712. If you are not registered to speak but
15 you would like to, please send an e-mail with your name
16 and phone number to public_Hearing@abtassoc.com or call
17 919-294-7712.

18 The next speaker is Mary Ann Baier. Mary Ann, we
19 do not currently have your full name listed on the list
20 of attendees. We do have a Mary Ann in attendance. I

[PAGE]

1 would ask that you raise your hand which I can see that
2 you did. So I will promote you to panelist at this
3 time.

4 When you are ready, you may unmute and please
5 state your name and affiliation for the record.

6 MS. BAIER: Hello. Can you hear me?

7 MS. THOMPSON: Yes.

8 MS. BAIER: Okay. Thank you.

9 Thank you for the opportunity to testify. My name
10 is Mary Ann Baier, and I'm here today as a retired
11 private citizen from Dearborn, Michigan. I own a Kia
12 Niro Electric Car that I supply with my solar panels.

13 I support this Administration's swift action on
14 clean cars but urge the EPA to adopt their second
15 alternative that would deliver greater savings to
16 consumers and eliminate unnecessary loopholes for
17 automakers.

18 I believe that disincentives should be applied to
19 any internal combustion engine vehicle by applying a
20 carbon tax and incentives should be given to those

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1 businesses who purchase an electric vehicle by not only
2 giving a tax credit but by allowing them to take a
3 faster depreciation on the vehicle.

4 The world is in Code Red and we need Code Red
5 solutions and combustion engine production should be
6 ended as soon as possible.

7 Thank you for the opportunity to speak today.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Douglas Durante. You may
10 now unmute and please state your name and affiliation
11 for the record.

12 MR. DURANTE: Hi, good morning. I think I'm
13 unmuting. Can you hear me?

14 MS. THOMPSON: We can.

15 MR. DURANTE: And do I need to do something to see
16 me?

17 MS. THOMPSON: You are welcome to come on camera
18 by clicking the Start Video button which should be
19 located on the lower left-hand side of your screen.

20 MR. DURANTE: I'm not seeing that unfortunately.

[PAGE]

1 Just a minute. Oh, I'm sorry, here it is. Okay. My
2 mistake. See me now?

3 MS. THOMPSON: Yes, we can see you.

4 MR. DURANTE: Okay. I'm sorry.

5 Good morning. My name is Doug Durante. I'm the
6 Executive Director of the Clean Fuels Development
7 Coalition. We're a nonprofit organization supporting
8 policies and programs to reduce the use of petroleum
9 and improve air quality.

10 We want to commend the EPA for your action on this
11 rule and recognizing how important it is.

12 But this rule makes the Administration's
13 preference clear with regard to electric vehicles.
14 Done right, EVs can play a key role in our collective
15 efforts to increase efficiencies and reduce pollution
16 without question.

17 Our issue with this rule is what it does not do,
18 which is to acknowledge that even under the most
19 optimistic scenarios EVs will not provide significant
20 benefits for many years and during that time we'll

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1 continue to rely on internal combustion engines
2 operating on gasoline.

3 If the objective is to decarbonize our
4 transportation fuels, gasoline is the predominant fuel
5 in the transportation sector with approximately a 125
6 billion gallons consumed annually, it should be obvious
7 where we start. We sell 12 to 15 million new cars
8 every year that have an average road life of about 12
9 years.

10 So even if EVs chip away and capture market share,
11 gasoline will remain the primary fuel. We will drive
12 trillions of miles over the next decade alone on
13 gasoline.

14 The way we can make that gasoline more efficient
15 and less of a carbon and GHG emitter is to give
16 automakers the tools they need, the key one being a
17 higher minimum octane standard.

18 The proposal of how you could recognize octane
19 when the SAFE Rule was developed in 2020 but not now,
20 and I use the word "recognize" loosely because you

1 didn't take any action on octane but at least you
2 solicited comments on how high octane could contribute
3 to the objectives of increased efficiency and reduced
4 emissions, what the optimum levels were, what kinds of
5 benefits could be expected, what other issues would
6 arise, and, importantly, how it can be done consistent
7 with Title 2 of the Clean Air Act, which, among other
8 things, establishes controls on air toxics.

9 We feel like it's a fair question for us to ask
10 what happened. You say in the rule you've updated the
11 analysis from the 2020 final rule. We provided
12 detailed information on the octane issue then and asked
13 EPA for the opportunity to comment again so we could
14 provide even more compelling data and information. You
15 did not even ask.

16 Increasing octane allows automakers to give better
17 mileage, plain and simple. This is not a futuristic
18 vision as future cars can absolutely maximize high-
19 octane fuels. These gains can also be achieved now
20 with today's cars and this is verified by the auto

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1 industry in correspondence that we've submitted to you.

2 The other half of the story is increasing octane
3 while ensuring it does not come from aromatic compounds
4 not only tackles the highest carbon component in
5 gasoline but also the most deadly and I quote from your
6 own proposed rule the statement that EPA has changed
7 its position and "it is more appropriate to place
8 greater weight on the magnitude and benefits of
9 reducing emissions and endanger public health and
10 welfare."

11 Aromatics like benzene and the family of benzene
12 products are the primary source of octane and produce
13 fine particulates which are contributing to a range of
14 negative health impacts.

15 We have an abundant supply of non-toxic, low-
16 carbon, high-octane ethanol that can meet the octane
17 demand and replace those aromatics.

18 We ask that in the final regulatory analysis for
19 this rule and in the preamble and anything else EPA
20 puts out you acknowledge the need to focus on gasoline

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1 and if we supply information on octane in our comments,
2 it not be disregarded as outside the scope of this rule
3 just because it's not in it now.

4 Thank you for your consideration of these views
5 and we will be submitting more detailed comments.
6 Thank you.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Mark Cooper. AS a
9 reminder, Mark, you will need to unmute your phone in
10 order to speak. When you are ready, please state your
11 name and affiliation for the record.

12 DR. COOPER: Thank you. Can you hear me?

13 MS. THOMPSON: We can.

14 DR. COOPER: Can you see me?

15 MS. THOMPSON: We will not be able to see you
16 because you have dialed in today.

17 DR. COOPER: Okay. Fair enough. I have a picture
18 on. I thought I could do it, but I'll begin.

19 I am Dr. Mark Cooper, Director of Research at the
20 Consumer Federation of America.

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1 We greatly appreciate the opportunity to speak
2 today. I want to begin by applauding the agency for
3 taking the time to do it right. It was easy to say
4 that the rule adopted by the previous Administration
5 made no sense but much more challenging to reverse the
6 rule in a manner that would withstand scrutiny by the
7 courts under the Administrative Procedure Act.

8 Over the course of a decade, we have shown the
9 steady improvement in rule-writing that makes the
10 current rules and national program that was defended by
11 the TAR consistent with the underlying energy statutes
12 and the APA.

13 It was important to restore the correct logic and
14 approach of the national program. It was necessary to
15 obey the statutory timelines laid out in the Energy
16 Independence and Security Act, EISA. It was important
17 to signal that there would be a dramatic change in
18 direction but one that stayed within those constraints.

19 Now the hard work begins. The agency has
20 continued with the approach to regulation that we call

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1 command but not control.

2 This approach involves six elements which we
3 identified as long-term, technology-neutral, product-
4 neutral, responsive to industry needs, responsive to
5 consumer needs, and pro-competitive.

6 The one challenge here is that the agency must
7 accelerate a transition in technology to an all-
8 electric fleet, a transformation to which many of the
9 automakers have already committed.

10 Therefore, the agency is not mandating a
11 technology, it is seeking to smooth and accelerate its
12 adoption.

13 Two key features of the transition are then
14 crucial. First, there are likely to be at least 100
15 million gasoline vehicles sold before the transition.
16 It is complete. They are likely to stay on the road
17 for a quarter of a century. Therefore, it is important
18 to make sure that they are as efficient as possible.
19 Doing so can help the transition because setting high
20 standards on the gasoline part of the fleet will speed

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1 the adoption of electric vehicles and a significant
2 part of the gains in efficiency of those vehicles,
3 vehicle design, operation, may be applicable to the
4 electricity portion of the fleet.

5 Second, it is important to close the loopholes and
6 you've heard a lot about those. We're especially
7 concerned about loopholes that might allow automakers
8 to use the electrical vehicle part of the fleet to
9 relax the efficiency of the gasoline part. That would
10 be a mistake and we urge you not to allow that to
11 happen.

12 Establishing the goal of an all-electric fleet and
13 speeding the transition will require changes in
14 infrastructure beyond the setting of the efficiency
15 standards and the Administration has recognized and
16 committed to doing so in the near-term.

17 Our economic analysis shows and the agency seems
18 to agree that the total cost of driving will go down as
19 we transition to an all-electric fleet. That is, the
20 costs measured by the pocketbook spending is negative.

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1 That is, we save more than we spend on the technology.
2 Public health and environmental benefits increase
3 and already positive benefit cost ratio. Given that
4 finding and the already demonstrated commitment to
5 infrastructure, we believe that this program will
6 benefit all Americans of all income levels and the
7 faster the transition takes place, the better off we
8 will all be.

9 Thank you.

10 MS. THOMPSON: Thank you for your comment.

11 Speaker Block 2

12 MS. THOMPSON: The next speaker will be Luke
13 Tonachel. You may now unmute and please state your
14 name and affiliation for the record.

15 MR. TONACHEL: Good morning, and thank you for
16 holding this hearing.

17 My name is Luke Tonachel, and I'm Director of the
18 Clean Vehicle and Fuels Group at the Natural Resources
19 Defense Council or NRDC.

20 I'm here today on behalf of NRDC's more than three

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1 million members and online activists who support our
2 efforts to safeguard rights of all Americans to clean
3 air, clean water, and a healthy planet.

4 NRDC appreciates EPA's efforts to get the U.S.
5 back on the road to cutting carbon pollution from
6 light-duty vehicles. EPA's mission to protect public
7 health and welfare compelled the agency to strengthen
8 vehicle pollution standards.

9 The standards that EPA finalized in 2012 during
10 the Obama Administration were justified and provided
11 much-needed carbon reductions. Despite the dramatic
12 weakening of the standards caused by the SAFE Part 2
13 Rulemaking, EPA should be working to at least restore
14 the carbon pollution reductions expected under the 2012
15 rule for Model Years '21 through '25.

16 Therefore, NRDC urges EPA to finalize a rule
17 stronger than the proposal and at least as stringent as
18 Alternative 2. Alternative 2 would get the U.S. close
19 to recapturing the much-needed emissions reductions
20 that were expected under the original 2012 Obama

1 standards.

2 According to EPA's analysis, Alternative 2 would
3 deliver up to \$16 billion more in net benefits than the
4 proposal over the lifetime of the Model Year 2023 to
5 2026 vehicles.

6 Simply put, under Alternative 2 the U.S. would
7 achieve more emissions reductions and consumers would
8 save more money at the pump than the proposal.

9 NRDC believes that Alternative 2 should be
10 adopted without the advanced technology incentive
11 multipliers for Model Years 2022 to 2025 to further
12 align them with the 2012 rule.

13 Advanced technologies, particularly plug-in
14 electric vehicles, are already being deployed at levels
15 contemplated by the 2012 rule in 2025 without
16 multipliers.

17 To encourage the continued deployment of the
18 cleanest vehicle technologies, including
19 electrification, NRDC urges EPA to also strengthen the
20 Model Year 2026 stringency.

1 President Biden has set a goal of 50 percent EV
2 sales by 2030. A recent analysis of automotive
3 technology diffusion curves in leading European EV
4 markets indicates that meeting a 50 percent sales
5 target in 2030 would require 2026 sales to be at least
6 12 percent which is significantly above the eight
7 percent projection for the proposal.

8 Tightening the Model Year 2026 stringency by at
9 least an additional 10 grams per mile would help ensure
10 that automakers stay on track for meeting President
11 Biden's 2030 goal.

12 In conclusion, NRDC urges EPA to finalize a Model
13 Year 2023 to 2026 rule that is stronger than the
14 current proposal to maximize near-term carbon
15 reductions and set the U.S. on the best path for post-
16 2026 standards that meet the moment on climate.

17 Thank you very much for your time.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker on our list is Kent Smith. At
20 this time, we do not see him listed among the list of

1 attendees. However, if you have joined using a name
2 other than what is listed on the speaker list or have
3 dialed in, we ask that you please raise your hand at
4 this time and if you have dialed in, you can do so by
5 dialing Star 9 on your phone.

6 (No response.)

7 MS. THOMPSON: We will now move on to the next
8 speaker.

9 The next speaker will be Richard Newhouse. You
10 may now unmute and please state your name and
11 affiliation for the record.

12 MR. NEWHOUSE: Can you see me?

13 MS. THOMPSON: We can.

14 MR. NEWHOUSE: Good. That's encouraging.

15 Good morning. My name is Richard Newhouse. I'm a
16 retired civil engineer, and I live now in Austin,
17 Texas. I'm formerly from the New York City
18 Metropolitan area.

19 The reason that I got initially involved living
20 all my life in the New York City Metropolitan area was

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1 the fact that the City Metropolitan area is a non-
2 attainment area and the number of alerts that I started
3 to get for air quality was beginning to concern me, and
4 I'm very concerned now about my six grandchildren and
5 the kind of conditions that we're leaving our
6 grandchildren.

7 I think that they deserve better, and I almost
8 have the feeling that the earth is trying to send us a
9 message and trying to shake us off between earthquakes,
10 drought and floods, and here in Austin, Texas, we have
11 a unique situation where we're getting dust storms from
12 the Saharan Desert, if you can believe that.

13 In any case, I want the EPA to shift to their
14 Alternative 2 which would save consumers more money,
15 close loopholes which you've heard a lot about in the
16 testimony, for automobiles that would undermine these
17 standards.

18 We must ensure that the voices in support of
19 strong vehicle emissions standards are heard,
20 especially since the industry lobbyists will use this

1 hearing as an opportunity to submit misinformation in
2 support of weaker standards.

3 Improving fuel economy is one of the ways U.S.
4 automakers can reduce greenhouse gas emissions of their
5 vehicles and nine of 10 U.S. adults agree that
6 automakers would continue to improve fuel economy for
7 all vehicles and large SUVs and pickup trucks.

8 Strong clean air standards can drive down vehicle
9 pollution, support our economy with consumer savings
10 and spur innovation in the development of new cleaner
11 car technologies and electrification of the
12 transportation sector which you've heard quite a bit
13 about.

14 The Administration has pledged that this clean air
15 announcement will put the U.S. on track to reduce
16 greenhouse gas emissions from new passenger vehicles by
17 more than 60 percent by 2030 compared to vehicles sold
18 last year.

19 The weaker proposal with additional loopholes for
20 automobiles means that proposed standards would deliver

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1 only 75 percent of the savings of the original
2 Obama/Biden standards. This is an unnecessary
3 compromise, given the EPA's own analysis which
4 indicates that loopholes around EVs would deliver only
5 the stated purpose of increasing EV sales.

6 EPA's own Alternative 2 in the proposed rule
7 eliminates many loopholes for automakers and includes
8 slightly stronger standards that match the Obama/Biden-
9 era standards from 2023 onwards that would deliver
10 greatest savings.

11 Setting strong federal clean air standards through
12 2026 can put us back on track to save consumers up to
13 \$80 billion in reduced gas, maintenance, and price
14 costs over the lifetime of new vehicles purchased
15 during the next five years while restoring clean air in
16 our communities.

17 I feel very strongly about Alternative 2 as I
18 think we owe it to our grandchildren to leave them a
19 better world than the one we have now.

20 So thank you for allowing me the opportunity to

1 speak, considering that I was originally going to speak
2 yesterday but I had a dental emergency. So I really do
3 appreciate your flexibility. Thank you very much.

4 MS. THOMPSON: Thank you for your comment.

5 As a reminder, if you are speaking today, you will
6 receive a notification on your screen that you are
7 being promoted to the role of panelist shortly prior to
8 your speaking time. You must accept that invitation to
9 be able to unmute when you are called to testify. This
10 will also allow you to turn on your camera which we
11 encourage you to do.

12 Speakers connected by telephone should unmute
13 their phones when called to testify.

14 If you have joined using a name other than what is
15 listed on the speaker list or have dialed in, we ask
16 that you please raise your hand when called on so we
17 can promote you to the role of panelist. If you have
18 called in, you can raise your hand by dialing Star 9.

19 If you are having technical difficulties, please
20 send an e-mail to public_hearing@abtassoc.com or call

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1 919-294-7712. If you are not registered to speak but
2 you would like to, please send an e-mail with your name
3 and phone number to public_hearing@abtassoc.com or call
4 919-294-7712.

5 At this time we will move to the next block of
6 speakers.

7 The first speaker on our list is Victoria Gillet.
8 Victoria, we do not currently have you listed among the
9 attendees. However, if you've joined using a different
10 name, we ask that you raise your hand at this time or
11 dial Star 9 on your phone.

12 (No response.)

13 MS. THOMPSON: We will move on to the next
14 speaker.

15 The next speaker will be Thomas Holiday. You may
16 now unmute and please state your name and affiliation
17 for the record.

18 MR. HOLIDAY: Good morning. My name is Thomas
19 Holiday, and I appreciate the EPA arranging this public
20 hearing allowing participation in the critically

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1 important automotive sector for the future of American
2 mobility.

3 Am I coming through on the speaker, on the camera?

4 MS. THOMPSON: Yes.

5 MR. HOLIDAY: Okay. Great.

6 All right. Well, I support the proposed EPA
7 Greenhouse Gas Emissions Standards for Model Year 2026
8 and just to be conscious about that, that would be a
9 52-mile-per-gallon efficiency and a CO2 burn of a 171
10 grams per mile.

11 The reason I endorse that is it's already done by
12 the top three hybrids, the top three, the most
13 efficient, the most highest-achieving hybrids in
14 production, the Toyota Prius, the Honda Insight, the
15 Shindai Hyundai Ioniq, and so those three really
16 already do that.

17 All I would ask is that the automakers have a
18 significant increase in the production of hybrids. In
19 other words, the technical standards of the fleet
20 should mix their hybrids. Instead of a two percent

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1 mile hybrid and a five percent strong hybrid, the
2 automakers should voluntarily raise those hybrids 10
3 percent per mile hybrids, 10 percent of the fleet for
4 strong hybrids. If they do that, they will sell them.

5 Here's how I know that. NASA science reveals that
6 for millennia the atmosphere carbon dioxide had never
7 been over 300 parts per million until 1950. Today,
8 it's over 400 ppm. Improving emissions doesn't mean
9 going backwards in efficiency or acceleration.

10 We've had in the latest 24-hour Lemans Endurance
11 Race two Toyota Hybrids beat the pants off of
12 everybody. They came in Number 1 and Number 2. There
13 were two Toyota Hybrids in that race. That was 3,500
14 miles and an average speed of a 153 miles an hour and
15 they took it and those hybrids, I'm telling you I've
16 driven one for eight years, the 53 miles to the gallon
17 is realistic.

18 So what do hybrids do? Why am I saying that?
19 Because hybrids give us independence from the
20 vulnerability in a developing grid, gives us

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1 independence from natural disasters, cyber hacks,
2 disruptions due to evolving demand on the grid, and
3 they get us there right away.

4 So mixing the hybrids in at a lower percentage
5 will advance the high efficiency of every fleet. We
6 need more hybrids and one more thing. Pollution is
7 local, and it's also global. Weather is global, and
8 the global air climate is a world circulation system
9 with winds that transport water, heat, CO2, water
10 vapor, all of the greenhouse gas emissions.

11 We're like living in a circular bowl with the
12 weather systems running fairly directly west to east
13 and then occasionally get the polar weather and it
14 verticals down, but in America it's one of the cleanest
15 producers of electricity in the world.

16 However, and that's because we use more natural
17 gas here, but we still use more oil. We burn more oil
18 to make electricity. About 45 percent of our electric
19 production is done with oil, about 41 percent with gas,
20 and unfortunately still about 10 percent with coal.

1 Down the line is nuclear, wind, and hydropower way down
2 there.

3 So it's not a free ride to go straight to
4 electricity and say all of these vehicles that we
5 really have to have, we couldn't handle it. I'm not
6 sure we can handle it by 2026, but if we go to hybrids
7 first and we build up the hybrid arsenal on the roads,
8 I think that it would go a long way.

9 I just say electrifying American mobility, it
10 starts here. Let's do it right, put the immediate
11 emphasis on hybrid.

12 Thank you. God bless. Amen.

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker is Leah Wiste. Leo, we do not
15 currently see you listed. However, I do see a raised
16 hand for a different name that I will promote to
17 panelist, and when you are ready, you may unmute and
18 please state your name and affiliation for the record.

19 MS. WISTE: My name is Leah Wiste, and I'm the
20 Executive Director of Michigan Interfaith Power & Light

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1 or Michigan IPL, as you can see on my screen, and we
2 work with over 300 member congregations throughout the
3 state and these congregations comprise thousands of
4 people of faith and conscience who are committed to
5 bold climate action and protecting our communities.

6 Thank you for allowing me to offer testimony
7 today.

8 When President Biden announced the draft tailpipe
9 emissions standards earlier this month, Michigan
10 Congressman Dan Kildee offered a strange kind of
11 praise, saying, "This is sort of a Goldie Locks goal.
12 Not too much, not too little. It's just right." But
13 it's clear that the time has passed for moderate not
14 too much, not too little policy.

15 When I first began working at Michigan IPL eight
16 years ago, we pointed to the climate impacts that were
17 happening in other parts of the world and to
18 scientists' prediction of warming temperatures and
19 increasingly erratic weather, but we no longer talk
20 about climate impacts in the future tense.

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1 This summer, the climate crisis brought another
2 thousand-year flood to Detroit where I live, our second
3 since 2014. In June, an overnight rainfall of seven
4 inches, twice the amount of rain Detroit receives for
5 the whole month. It shut down I-94 for days and
6 flooded thousands of basements. \$96 million in relief
7 has been approved by FEMA as of July 15th. Beyond the
8 immediate loss in damages, those whose homes were
9 impacted are likely to experience health consequences
10 from lingering mold and sewage which are especially
11 dangerous for those already made vulnerable by asthma,
12 COVID, and other diseases.

13 Since transportation emissions are the largest
14 source in U.S. climate pollution, clean car standards
15 must be commensurate with the climate emergency we are
16 experiencing right now.

17 The current proposal falls dangerously short. The
18 proposed standards are full of loopholes and rely on
19 voluntary commitments from the automakers, the same
20 automakers who got an \$80 billion government bailout in

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1 2009, agreed to stronger emissions reductions under
2 President Obama and then reneged on that commitment
3 when the political winds changed. Too much is at stake
4 for us to rely on the voluntary commitments of this
5 monster untrustworthy industry now.

6 We at Michigan Interfaith Power & Light envision a
7 world where communities thrive, have abundant health,
8 and live in right relationship with each other and the
9 earth that sustains us.

10 We're asking for a 2030 standard for cars and
11 light-duty trucks that reduces greenhouse gases to 60
12 percent below today's average and to make all new
13 trucks and buses zero emissions by 2040.

14 We're calling for all cars and light-duty trucks
15 to be zero emissions by 2035 which will require at
16 least 60 percent to be zero emissions by 2030.

17 The draft clean cars proposal can be a moral
18 opportunity. We have in front of us a chance to
19 respond to the cry of our communities and the cry of
20 the earth, an opportunity to follow the science and to

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1 move rapidly to make the emissions reductions we know
2 are necessary.

3 It is possible and it can be done in a way that
4 benefits us in Michigan, our country, and the world.

5 Thank you so much.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Mario You may now
8 unmute and state your name and affiliation for the
9 record.

10 MR. GRECO: Hi, good morning.

11 My name is Mario Greco, and I'm the Director of
12 Global Automotive Strategy and Marketing at Novellas.
13 Today, I'm speaking on behalf of the Aluminum
14 Association Transportation Group, a trade group
15 representing the U.S. aluminum industry.

16 I want to begin by thanking the EPA, NHTSA, and
17 the Biden Administration. We commend the effort for
18 prioritizing decarbonization in the transportation
19 sector and likewise believe more efficient mobility
20 solutions will strengthen the United States competitive

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1 advantage in the global marketplace.

2 Our priorities are aligned. The aluminum
3 industry, responsible for more than 650,000 jobs and
4 over a \$174 billion in economic impact, is committed to
5 lowering emissions, improving safety, and driving
6 vehicle innovation.

7 High-strength/low-weight aluminum plays an
8 integral role in the development of environmentally-
9 sustainable vehicles. The most advanced vehicles on
10 the road today feature high-aluminum content from the
11 Tesla Model 3 to the Ford F-150.

12 Looking ahead as the industry embarks on the next
13 phase of electrification, mass reduction with aluminum
14 remains a critical component for achieving cost-
15 effective reductions with no adverse effects to safety
16 nor affordability.

17 Research confirms automotive engineers rely most
18 on aluminum to achieve aggressive emission targets.
19 This is why aluminum remains the single fastest-growing
20 automotive material today.

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1 This growth derives continued investment and
2 technical innovation. Since 2013, aluminum companies
3 committed or invested more than \$3 billion in domestic
4 manufacturing and through collaboration aluminum
5 producers helping to build a circular economy.

6 My company, Novellas, worked with Ford to develop
7 the world's largest closed-loop recycling system which
8 helps recycle enough aluminum scrap to produce 37,000
9 new F-150 bodies each month.

10 In 2020, Americans bought more pickup trucks than
11 cars for the first time in history. With the help of
12 aluminum, the popular F-150 pickup improved safety,
13 performance, efficiency, and capability over its steel
14 predecessor. This year, Ford also launched the
15 aluminum-intensive electric F-150 Lightning,
16 confirming aluminum's value in helping automakers
17 produce stylish electric vehicles that don't break the
18 bank.

19 Notably, a critically-reviewed study confirms in
20 all aluminum pickup truck design offer the smallest

1 total carbon life cycle footprint when compared with
2 baseline steel truck.

3 As demand for trucks and SUVs increases, aluminum
4 adds inherent value. Automotive aluminum is just
5 getting started and we look forward to continued
6 collaboration to bring Americans safe, affordable, and
7 efficient vehicles they love to drive.

8 The aluminum industry appreciates the
9 Administration's data-driven approach to updating fuel
10 economy emission targets and we look forward to
11 submitting our detailed assessment of the proposed
12 rulemaking by close of the written comment period.

13 Thank you.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Reem Rafe. You may now
16 unmute and please state your name and affiliation for
17 the record.

18 MS. RAFF: Good morning. My name is Reem Rafe,
19 and I'm a Policy Advisor at the BlueGreen Alliance.
20 The BlueGreen Alliance unites America's largest labor

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1 unions and environmental organizations to solve today's
2 climate challenges in ways that create and maintain
3 quality jobs and build a clean, thriving, and equitable
4 economy.

5 Thank you for the opportunity to testify today.

6 We know that climate change and economic injustice
7 are the most fundamental challenges we face today and
8 we know that they're inextricably intertwined. In the
9 transportation sector, which accounts for nearly 30
10 percent of U.S. greenhouse gas emissions, this
11 intersection is visible in the disproportionate impact
12 of vehicle emissions on low-income and non-white
13 communities.

14 It's visible in the disparities in access to
15 cleaner vehicles and other mobility options across
16 income levels and it's visible in the impact (audio
17 glitch) that auto manufacturing communities which have
18 seen good jobs offshored and anchor facilities
19 shuttered due to ill-conceived industrial policies that
20 gutted the middle-class.

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1 That's why it's critical that we use all the tools
2 we have at our disposal to urgently reduce greenhouse
3 gas emissions through policies and investments that
4 engage and benefit all people, from the manufacturing
5 workers who build the vehicles of the future to the
6 people who drive them, from the communities where
7 they're made to the communities where they're driven.

8 Strong clean vehicle standards accompanied by
9 policies to rebuild manufacturing are critical to
10 achieving these aims.

11 Returning to a strong trajectory of vehicle
12 emissions reductions can put the U.S. back in the
13 leadership role and clean vehicle deployment and
14 manufacturing innovation.

15 Research from the BlueGreen Alliance and the
16 Natural Resources Defense Council shows that strong
17 vehicle standards represent a critical foundation of
18 domestic certainty for jobs supporting manufacturing
19 investment across the United States.

20 Over the past decade, auto parts and materials

1 manufacturing workers rose to the challenge of building
2 the technologies needed to meet the 2010 and 2012
3 vehicle standards. Those strong standards, coupled
4 with reinvestment in domestic manufacturing, helped
5 bring back good jobs after the last recession. They
6 have spurred rapid investment in assembly facilities
7 and in the supply chains building fuel economy and
8 enhancing technology.

9 The weakening of these standards under the past
10 Administration put jobs at risk and threatened the
11 health of the industry as a whole. We can't afford to
12 fall behind, particularly as our global competitors are
13 proactively moving to capture the gains from the shift
14 to EVs already underway.

15 Coupling ambitious standards with auto sector
16 investment is key to capturing opportunities for
17 workers and communities to partake in the equitable
18 transition to the next generation of clean vehicles.

19 The EPA can leverage its clean vehicle standards
20 to drive innovation and deliver fuel savings and

1 pollution reduction for all types of vehicles that meet
2 all communities' needs.

3 Vehicle standards and manufacturing investment
4 will achieve deep GHG reductions, protect and create
5 good auto manufacturing jobs for workers of all
6 backgrounds, and ensure that those workers are the
7 center of building and deploying the EV fleet of the
8 future here in the United States.

9 Thank you.

10 MS. THOMPSON: Thank you for your comment.

11 The next speaker will be Doug Holmgren. You may
12 now unmute and please state your name and affiliation
13 for the record.

14 MR. HOLMGREN: Thank you.

15 My name is Doug Holmgren, and I'm here today as a
16 private citizen.

17 I want to thank you for the opportunity to
18 testify.

19 I come today to support and indeed vigorously
20 applaud the Biden Administration's swift action on

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1 clean cars. I, like many others, am speaking to urge
2 the EPA to adopt Alternative 2.

3 You've heard many people speak about how it will
4 lead to greater savings and eliminate unnecessary
5 manufacturing loopholes. Those are wonderful
6 achievements if they can come about.

7 I, of course, am thinking more about the dire
8 climate crisis we face, like many other speakers you've
9 heard today and yesterday.

10 My family and I live in Portland, Oregon. Over
11 the period of June 26, 27, and 28, 2021, Portland
12 experienced a deadly heat wave. The city experienced
13 the hottest temperatures on record. Day 1 was a 108
14 degrees, Day 2 was a 112 degrees, Day 3 was a 116
15 degrees. Reliable news sources indicate that over a
16 hundred persons died in Oregon because of those days'
17 excess heat.

18 These were just not a warm day in the summer. The
19 statistics show that these temperatures are way, way
20 beyond any norm. There's something going wrong in the

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1 climate. Now at least 60 of those deaths in my city
2 were in Portland.

3 Over the past two summers, Oregon has experienced
4 record wildfires. As a result, our normally blue
5 summer skies are now often filled with smoke. Last
6 September 11th, 2020, Portland's air quality was ranked
7 the worst in the world because of the smoke from
8 wildfires burning on nearby Mount Hood.

9 So it shouldn't come as any surprise that
10 Portlanders view climate change not as a worrisome
11 problem to address some time down the road but as
12 something that requires our urgent attention and
13 action.

14 The world's leading scientists are sounding the
15 alarm to lower CO2 emissions, last week releasing a new
16 report of all the latest science, calling this moment
17 "Code Red for Humanity."

18 So, yes, it is imperative that we return to and
19 improve upon the Obama/Biden Administration targets for
20 vehicle greenhouse gas emissions. Tragically, we lost

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1 valuable time due to the malfeasance of the Trump
2 Administration. We must get back on track.

3 The EPA is requesting comment on whether or not to
4 adopt a tighter five to 10 gram per mile greater
5 stringency for Model Year '26 CO2 gram per mile target,
6 the so-called Alternative 2. So here then is my
7 comment. Given all that is happening around the world,
8 why would we not adopt the most stringent CO2
9 requirement possible.

10 We cannot bow to the need to maximize profits in
11 manufacturing industries. We know what is required to
12 avoid more climate catastrophes. So let's just get on
13 with it. Please adopt tighter standards now.

14 I thank you for this opportunity to speak before
15 you today.

16 MS. THOMPSON: Thank you for your comment.

17 The next speaker is Zach Pistora. Zach, we do not
18 currently have you listed on the list of attendees.
19 However, if you have joined using a different name, we
20 invite you at this time to raise your hand and if you

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1 dialed in, you can do so by dialing Star 9 on your
2 phone.

3 (No response.)

4 MS. THOMPSON: The next speaker on our list is
5 Jackie Garcia Mann. Jackie, we also do not see you
6 listed among the attendees. However, we would invite
7 you to also raise your hand by either dialing Star 9 on
8 your phone or pressing the Raised Hand button at the
9 bottom of your screen.

10 (No response.)

11 MS. THOMPSON: We will move on to the next
12 speaker.

13 The next speaker is Tracy Sabetta. Tracy, you may
14 now unmute and please state your name and affiliation
15 for the record.

16 MS. SABETTA: Good morning. My name is Tracy
17 Sabetta, and I'm with Moms Clean Air Force in Ohio.

18 Thank you so much for the opportunity to speak
19 with you today in support of an EPA proposal to set the
20 strongest possible federal clean car standards through

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1 2026.

2 As I mentioned, my name is Tracy Sabetta. I'm a
3 mother and a member of Moms Clean Air Force from
4 Pickerington, Ohio, which is just outside of Columbus.

5 Ohio ranks fifth in the number of cars sold by
6 state and lags embarrassingly behind in public transit
7 and infrastructure and opportunities.

8 We are a proud automotive manufacturing state
9 dating back to the introduction of the Allen Model in
10 Fostoria, Ohio, in 1913. We have a rich history in
11 producing combustion engines and supporting the supply
12 chain that goes along with it.

13 My own family is proud to include two generations
14 of Ohio autoworkers. Throughout the decades, the
15 industry here has had to adapt to ever-changing
16 customer demands and advances in automotive technology
17 and design. Ohio's workforce has risen to meet those
18 demands every time and now we must rise to the occasion
19 again, putting automakers back on track to meet
20 ambitious pollution reduction goals by acting swiftly

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1 to develop these standards.

2 The Biden Administration is taking a critical
3 first step to tackle climate pollution from
4 transportation.

5 According to the U.S. Energy Information
6 Administration, Ohio ranks seventh in the nation for
7 the amount of total carbon pollution. The American
8 Lung Association's 2021 State of the Air Report also
9 indicates that nearly 200,000 Ohio children are
10 currently battling asthma.

11 We see racial disparities in these asthma rates as
12 low-wealth and BIPOC communities experience
13 disproportionate harm from vehicle pollution.

14 Adopting strong clean car standards that will
15 limit pollution from dirty vehicles would subsequently
16 help advance environmental justice, addressing
17 inequitable transportation-related health impacts and
18 protecting our most vulnerable.

19 We know that pollution from the transportation
20 sector accounts for about 29 percent of the total U.S.

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1 greenhouse gas emissions, making it the largest
2 contributor.

3 Between 1990 and 2019, transportation sector
4 pollution increased more in absolute terms than any
5 other sector.

6 I'm fortunate that my daughter was not born with a
7 respiratory illness but many of her friends were not
8 that lucky. Pollution increases the frequency and
9 severity of their asthma attacks and robs them of the
10 opportunity to be a kid enjoying the outdoors the way
11 most of us did as children.

12 Extreme heat here in Columbus has closed 20
13 buildings in our city school district today, slated to
14 be the first day of school for these kids.

15 To reduce these harmful pollution levels and dire
16 climate impacts and set us on the path to 100 percent
17 zero emissions new vehicles by 2035, the near-term
18 standards for climate pollution must be as strong as
19 possible.

20 Please do not accept options that allow loopholes

[PAGE]

1 for automakers that may undermine otherwise strong
2 pollution reduction targets.

3 As you've heard, Alternative 2 would put 400,000
4 extra electric vehicles on the road by 2026 and result
5 in a 130 million metric tons fewer greenhouse gas
6 emissions.

7 I urge you to adopt the strongest standards
8 possible for passenger cars and light trucks through
9 2026.

10 On behalf of the nearly 81,000 Moms Clean Air
11 Force members in Ohio, I thank you for this opportunity
12 to testify today and urge you to go that extra mile to
13 protect our children's health from transportation
14 pollution. Thanks so much.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Rita Smith. Rita, you
17 may now unmute and please state your name and
18 affiliation for the record.

19 MS. SMITH: My name is Rita L. Smith. Good
20 morning.

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1 I come as an African American woman, wife, mother,
2 grandmother, retired educator, member of the United
3 Methodist Women Program Advisory Group, Delta Sigma
4 Beta Sorority, Incorporated, and the Poor People's
5 Campaign.

6 I urge the EPA to set the strongest possible
7 federal clean car standards to ensure we are protecting
8 families from vehicle pollution.

9 My testimony is about my granddaughter Marnie born
10 with asthma. Clean air is a good start by allowing the
11 car industry to build more efficient cars.

12 The transportation industry pollutes the air,
13 causing my granddaughter to keep an asthma pump with
14 her and one at school. While in elementary school a
15 few years ago, she had an asthma attack and here in
16 Chicago, all Chicago public school nurses are not in
17 their schools every day. While waiting for her school
18 bus (Audio glitch.) All the transit buses, all the
19 cars that was polluting the air.

20 See, this is my reality. Polluted air caused my

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1 granddaughter and other school-aged children missed
2 days at school, absent days of instruction and learning
3 (Audio glitch) as a Christian to be a good stewards.

4 When I learned the United Methodist Women were
5 making climate change a priority, I knew I had to get
6 involved. So through my learning process, (audio
7 glitch) tailpipe pollution. I knew that could not be
8 good.

9 The health of low-income families and communities
10 of color disproportionately damaged by tailpipe
11 pollution and rolling back fuel economy standards means
12 denying them the promise of cleaner air and a healthy
13 community.

14 Compared to non-Hispanic white children, Latino
15 children are twice as likely to die from asthma.
16 African American (audio glitch.)

17 MS. THOMPSON: It appears that we may have lost
18 connection.

19 MS. SMITH: Excuse me. I'll continue.

20 The change I would like to address is for the

[PAGE]

1 automotive industry, the manufacturers of cars, trucks,
2 military vehicles, farm machinery, actually all
3 vehicles to eliminate gas emission from fossil fuel.

4 By implementing the strongest possible fuel
5 economy standards, the EPA would be following through
6 on the stated commitment to environmental justice
7 because issuing stronger clean car standards will help
8 address transportation-related impacts.

9 Why? So that those with respiratory health issues
10 like my granddaughter with asthma and those with
11 pneumonia, bronchitis, and eye irritants would be able
12 to breathe easier and eventually be less impaired.

13 With cleaner transportation vehicles, African
14 American children like my granddaughter would not miss
15 school due to respiratory problems.

16 Our air quality would be better for the world. We
17 would have healthier children and adults. Our
18 population would have lower respiratory health issues.
19 The air quality would be better for all and the
20 schoolchildren would have better school attendance.

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1 I'd like to thank you for this opportunity to
2 voice my reality.

3 MR. OLACHIW: Ms. Smith, if I could ask one
4 question. Thank you so much for your testimony.

5 Will you be submitting your comments in written
6 form, also, because there was some audio in there? We
7 got the majority of your comments. We did not get all
8 of them.

9 MS. SMITH: Oh, okay. I can.

10 MR. OLACHIW: Okay.

11 MS. SMITH: I will.

12 MR. OLACHIW: That'd be perfect. Thank you so
13 much for that, and --

14 MS. SMITH: Okay. Thank you for asking.

15 MR. OLACHIW: Okay. And if you want to e-mail
16 them to us, we could also facilitate that. That's
17 possible. So thank you.

18 MS. SMITH: Okay. We'll do that. Thank you.

19 MS. THOMPSON: Thank you for your comment.

20 As a reminder, if you are speaking today, you will

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1 receive a notification on your screen that you are
2 being promoted to the role of panelist shortly prior to
3 your speaking time. You must accept that invitation to
4 be able to unmute when you are called to testify. This
5 will also allow you to turn on your camera which we
6 encourage you to do.

7 Speakers connected by telephone should unmute
8 their phones when called to testify.

9 If you have joined using a name other than what is
10 listed on the speaker list or have dialed in, we ask
11 that you please raise your hand when called on so we
12 can promote you to the role of panelist. If you have
13 dialed in, you can raise your hand by dialing Star 9.

14 If you are having technical difficulties, please
15 send an e-mail to public_hearing@abtassoc.com or call
16 919-294-7712. If you are not registered to speak but
17 you would like to, please send an e-mail with your name
18 and phone number to public_hearing@abtassoc.com.

19 The next speaker will be Lynn Rambo-Jones. Please
20 unmute and state your name and affiliation for the

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1 record.

2 (No response.)

3 MS. THOMPSON: To unmute you will need to click
4 the Unmute Button on the lower left-hand side of your
5 screen.

6 MS. RAMBO-JONES: You got me?

7 MS. THOMPSON: Yes.

8 MS. RAMBO-JONES: Okay. Hello. My name is Lynn
9 Rambo-Jones, and I thank you for the opportunity to
10 speak to you today. I am a retired private citizen who
11 was employed by Oklahoma's Medicaid Agency as their
12 Administrative Law Judge.

13 As part of my job, I often dealt with federal
14 regulators on policy issues. Many times I felt
15 frustrated with the length of time required to get what
16 I felt were easy advancements of fixes shepherded
17 through the process. The Feds, as we called them, had
18 their own reasons, good and bad, for what they did.

19 While many were helpful, most were not planning
20 their long-term employment as bureaucratic employees.

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1 When your job is a stepping stone, you often make
2 decisions that are different from those lifers who plan
3 to stay on task for 30 years.

4 The fact that the second timeline proposed is
5 almost 30 years away frightens me. The fact that its
6 goal is a policy reduction is even worse. Leaving
7 federal service for a large industry paycheck is a
8 common practice and could change the long-range plans
9 and standards.

10 We do not have the luxury of waiting for the
11 timeline as proposed. The ocean currents are slowing
12 down. It's raining in Greenland which is melting their
13 ice along with the Antarctic iceberg cap. Drought is
14 burning up the Middle East and Africa. Starvation is a
15 rapidly growing danger, and there are whole towns in
16 America that are moving uphill to avoid flooding. This
17 list seems endless.

18 The United Nations has hit the panic button on the
19 rosy 10-year projection we have all heard about. If we
20 are aiming for improvement by 2026 or the slightly more

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1 stringent 2030 goals, all new cars will either have to
2 float or be fireproof which is an issue of today's
3 electric cars.

4 These are things that keep me up at night. Those
5 of us who are paying attention are afraid. It makes no
6 sense to let automakers make aspirational promises
7 rather than tightening regulations that will have teeth
8 for the long-term.

9 In Oklahoma, the bigger the truck, the prouder you
10 are. That coupled with the continued reluctance by the
11 Biden Administration to shut down the construction of
12 polluting Tar Sands Pipeline shows at best an
13 ambivalent attitude towards promises made about our
14 green future.

15 This angers people who feel duped by broken
16 campaign promises. We must bring to bear the attention
17 that seems to have gotten really intense focus during
18 the World Wars.

19 Of course, I would advocate for the strictest
20 possible standards with rewards going to auto companies

1 that achieve results. The health benefits that would
2 be reaped would result in reduced illness and deaths.
3 It will improve some of the social injustice issues
4 that have fallen on marginalized groups in the United
5 States, but if more is not done now, America will not
6 catch up with the progress made in a number of other
7 countries, including China which is the beneficiary of
8 all that Tar Sands we are endangering our standards to
9 send to them.

10 There is not much glory in almost achieving
11 standards from the Obama Administration tenure. We
12 can't settle for half measures. These issues are all
13 important and inter-related, expensive no doubt but
14 less so than losing the West Coast, New York, and
15 Miami.

16 We are balancing on the razor's edge and I have
17 young grandchildren that I want to survive.

18 I appreciate your time and attention and the
19 opportunity to speak today.

20 MS. THOMPSON: Thank you for your comment.

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1 The next speaker will be Zach Pistora. You may
2 now unmute and please state your name and affiliation
3 for the record.

4 MR. PISTORA: Good morning. Can you hear me?

5 MS. THOMPSON: We can.

6 MR. PISTORA: Zach Pistora from Lynwood, Kansas.
7 I'm the proud lobbyist for the Kansas Chapter of Sierra
8 Club.

9 As you know, the Sierra Club is one of the oldest
10 and largest grassroots environmental organizations
11 across the country and we have about 5,000 dues-paying
12 members here in Kansas and they're lobbyists for 10
13 years now.

14 It's great to be here with you all and just as a
15 point, you know, the Sierra Club dedicates itself to
16 advocating for the mission of protecting the
17 environment and do so in our personal accord and as an
18 organization, but you all as EPA officials, you know,
19 that's the day-to-day work. So from the bottom of my
20 heart, I appreciate it. It means so much to our well-

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1 being and to our well-being going forward for future
2 generations.

3 So I wish I could, you know, shake everyone of
4 your hands and hear each of your personal stories
5 because each of you are making a difference by making
6 these proposed regulations today to do everything we
7 can to help increase fuel efficiency for our light-duty
8 trucks and passenger cars.

9 I think about each and every one of you and the
10 impact you personally can make but also each of you has
11 a story, life experience, and I think about if each --
12 you know, thinking about ourselves individually, if we
13 think about everyone else out there could potentially
14 be impacted by better standards for a better life, for
15 better respiratory health, to not develop any asthmatic
16 problems or harmful illness from deadly air pollutants
17 that are polluted by cars and trucks today.

18 So I just think about that and we have the power,
19 we have the opportunity, we have the moral obligation
20 to do more, then why aren't we? We can have a lot of

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1 benefits and pushing for better efficiency when it
2 comes to transportation, especially as one of the
3 biggest outputs for greenhouse gas emissions that are
4 increasingly becoming dangerous, more dangerous all the
5 time.

6 I think about what's going on across the world.
7 We had our hottest month ever in July. We had one of
8 the hottest months ever just a few months ago, the
9 hottest June record for America.

10 I think about the people that are getting washed
11 away by rivers and water in Tennessee but facing
12 wildfires in the West and hurricanes and other severe
13 storms we see from flooding to drought here in Kansas.

14 So I would just say to encourage you to get the
15 strictest standards possible. There's a lot on the
16 line here, and there's a lot to be done, but there's
17 also a lot of benefit. Think about the economic
18 benefit we understand from pushing technology to do
19 more to meet our challenges of today.

20 So we'd like to get 60 percent emissions reduction

1 of vehicle sector by 2030. We'd like to see half of
2 our fleet to be electrical by 2030, but we probably
3 should push even faster than that, but certainly a
4 hundred percent electric vehicles to totally reduce
5 harmful emissions by 2035.

6 You all know better than I do as far as what
7 loopholes we probably should end and ways that we can
8 improve environmental justice for black and Indigenous
9 and people of color who are often more susceptible to
10 these respiratory illnesses and harmful effects and
11 also bear the greatest burden of vehicle pollution
12 being closer to the roads, etcetera.

13 So just on behalf of us here in Kansas, on behalf
14 of myself and the future of my generation, those after
15 us, you know, coming forward, we appreciate you taking
16 the opportunity, the time and effort to hear all these
17 people through this public comment process and do
18 everything you can to improve our vehicle emissions
19 standards.

20 Thank you.

[PAGE]

1 MS. THOMPSON: Thank you for your comment.

2 The next speaker is Cinthia Moore. You may now
3 unmute and please state your name and affiliation for
4 the record.

5 MS. MOORE: Good morning. My name is Cinthia
6 Moore, and I am the Las Vegas Field Organizer for Moms
7 Clean Air Force and National Lead for EcoMadres.

8 Moms Clean Air Force is an organization of over
9 one and a half million moms and dads nationwide with
10 over 8,000 of those members in Nevada fighting for
11 clean air.

12 Today, I am calling in support of the EPA's
13 proposal to strengthen greenhouse gas emissions
14 standards for cars and light trucks.

15 I'm calling from Las Vegas, a place that is well
16 known all over the world for its lights and
17 entertainment. However, one thing that's not known is
18 that the American Lung Association's 2021 State of the
19 Air Report ranked Las Vegas Number 12 in the country
20 for ground ozone pollution and Clark County ranked

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1 Number 17 in the country for most polluted places to
2 live.

3 Because of this, Moms Clean Air Force and
4 EcoMadres, we're very active in the Nevada Legislature
5 advocating for a bill which would close the smog check
6 loophole that our state had. This was important
7 because it was the first step in reducing smog
8 pollution from older, more polluting vehicles. We were
9 successful and on the last day of session this bill
10 passed and was signed by the Governor.

11 While this was a major victory in our state and a
12 step in the right direction in improving our air
13 quality, there's still a lot of work that needs to be
14 done and there's only so much that can be done at the
15 state level.

16 Cleaning up vehicle pollution is one of the most
17 important things we can do to fight climate change.
18 Improving our air quality is important for vulnerable
19 groups, like older Nevadans, and for children whose lungs
20 are still developing, and for Latino families who are

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1 more likely to be exposed to air pollution.

2 Latino children are 60 percent more at risk of
3 having asthma attacks exacerbated by air pollution and
4 40 percent more likely to die from an asthma attack.

5 Efforts to improve our air quality are
6 particularly important to me as the mother of a four-
7 year-old who has breathing problems and the parents of
8 over 40,000 children who have asthma in Clark County.

9 President Biden has promised to address climate
10 change and fight for environmental justice. By acting
11 swiftly on clean cars, the Administration has taken an
12 important first step in tackling climate pollution for
13 our transportation.

14 The EPA must set the strongest possible federal
15 clean car standards through 2026, avoiding loopholes
16 and putting automakers on track to meet ambitious
17 pollution reduction goals.

18 This proposal is a step in the right direction to
19 address the climate emergency. Improving our air
20 quality is an environmental justice issue. Everyone

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1 has a right to breathe clean air.

2 Thank you for your time.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Linda Stout. Linda, you
5 may now unmute and please state your name and
6 affiliation for the record.

7 As a reminder, you will need to unmute on your
8 phone in order for us to hear you.

9 MS. STOUT: Thank you for this opportunity to
10 testify.

11 My name is Linda Stout, and I am a member of Moms
12 Clean Air Force. I also live in Las Vegas, Nevada.

13 Nevada is a scenic and beautiful state. Las Vegas
14 is among the driest and dustiest cities in the nation.
15 Automobile pollution exacerbates the breathing problems
16 associated with our sprawling desert community.

17 In 2020, the American Lung Association stamped us
18 with an F for our failing air quality. This is why I
19 support our Administration's proposal to allow states
20 to adopt strong clean car standards.

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1 Over 26 million people in the United States,
2 including my daughter, suffer from asthma. In Las
3 Vegas, casino employees breathe smoky indoor air and
4 polluted outdoor air. Winter temperature inversions
5 trap toxic pollution from cars, buses, and trucks,
6 especially in our densely-populated areas. As summer
7 temperatures soar, wildfire smoke mixes with the car
8 pollution to create a toxic smog. Indoors, natural gas
9 appliances release yet more toxins, further limiting
10 access to healthy air.

11 Las Vegas, a desert suburbia and car-centric city,
12 is a result of 40 years of unmitigated growth. New
13 home and road construction creates extensive dust
14 pollution and puts more cars on the road.

15 Additional cars means more days with unhealthy air
16 quality and more hazardous greenhouse gases and
17 increased health problems.

18 IN the neighborhood where I raise my kids, I watch
19 new homes, businesses and public spaces expand further
20 and further into the desert. Schools, parks,

1 libraries, and shopping centers are only a 15-to-30-
2 minute walk. An express bus route takes us to the
3 airport, the Strip, or the University of Nevada, Las
4 Vegas. It's walkable for me and I enjoy walking.

5 Yet while we traverse to school, played at parks,
6 and waited at bus stops, we also breathed in the
7 pollution that ultimately contributes to our
8 respiratory problems.

9 My son, an avid mountain biker, rides his bike to
10 work almost every day.

11 Here's my dream. I imagine a day when the air we
12 breathe from our city walks and rides is as fresh as
13 the air in our nearby mountains. Infrastructure for
14 cleaner options is available right now. That's why I
15 wholeheartedly support the proposal allowing states to
16 establish clean car standards that protect our
17 children's health and their future.

18 Thank you for allowing me to share my story.

19 MS. THOMPSON: Thank you for your comment.

20 The next speaker will be Tracy Babbige. You may

1 now unmute and please state your name and affiliation
2 for the record.

3 MS. BABBIGE: Thank you.

4 Good morning. I'm Tracy Babbige, the Air Bureau
5 Chief with the Connecticut Department of Environmental
6 Protection.

7 I am testifying today on behalf of the National
8 Association of Clean Air Agencies for which I serve as
9 Co-Chair of the Mobile Sources and Fuels Committee.
10 NACAA is the national nonpartisan, nonprofit
11 association of air pollution control agencies in 41
12 states, including a 115 local air agencies, the
13 District of Columbia, and four territories.

14 The air quality professionals in our member
15 agencies have vast experience dedicated to advancing
16 the equitable protection of clean air and public health
17 in the U.S. This testimony is based upon that
18 experience.

19 NACAA welcomes EPA's proposal to revise emission
20 standards for Model Year 2023 through 2026 light-duty

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1 vehicles and commends the agency for placing a top
2 priority on seeking to rectify the 2020 rollback under
3 the so-called SAFE 2 Rule of the 2012 National Clean
4 Car Standards.

5 As NACAA noted in its January 2021 Transition
6 Paper to the Biden Administration, increasingly
7 stringent standards to reduce emissions from passenger
8 cars and light trucks are urgently needed. Such
9 components are critical components to an overall
10 strategy to further reduce greenhouse gas and criteria
11 pollutant emissions for passenger cars and light
12 trucks, a significant contributor to climate change as
13 well as many non-attainment areas in the U.S.

14 The proposal's benefits will provide progress in
15 the mission of our member agencies of attaining or
16 maintaining health-based national ambient air quality
17 standards and of addressing air quality impacts in
18 disproportionately-impacted communities.

19 These standards would also contribute to domestic
20 job growth, economic development, and fuel security.

[PAGE]

1 As we have also noted, EPA should work to
2 ultimately return to a national program, one that
3 maintains the authority preserved to California and
4 other states under the Clean Air Act of vehicle
5 emissions standards that is informed by science, is
6 protective of the climate, is developed in close
7 collaboration with California and other state and local
8 air agencies, protects and preserves states' rights,
9 and delivers emission reductions essential for
10 achieving and/or maintaining environmental and public
11 health goals.

12 NACAA is carefully reviewing the details of this
13 proposal and looks forward to working with EPA and
14 other stakeholders to ensure a timely final rule with
15 appropriately robust standards that will lay a firm
16 foundation for a subsequent federal rulemaking with
17 progressively stringent standards and increased levels
18 of zero emission vehicle deployment.

19 We appreciate the opportunity to participate today
20 and we will provide more detailed written comments by

1 the close of the comment period. Thank you.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Bill Bradlee. You may
4 now unmute and please state your name and affiliation
5 for the record.

6 MR. BRADLEE: Hi. My name is Bill Bradlee, and
7 I'm the National Organizing Director for Interfaith
8 Power & Light.

9 Can I go ahead and begin?

10 MS. THOMPSON: Yes.

11 MR. BRADLEE: Okay. Thank you.

12 Interfaith Power & Light's mission is to inspire
13 and mobilize people of faith and conscience to take
14 bold and just action on climate change. We recognize
15 that people of all faiths and spiritual traditions
16 share a common bond, to care for their neighbor and the
17 planet that we all share.

18 So I'm here today to speak on behalf of my
19 organization as well as our state affiliates and more
20 than 6.5 million people of faith who are part of our

[PAGE]

1 national network.

2 Here's what we have to say. We'd like to ask you
3 to go further than the current draft rule and revise
4 the standards beyond levels set during the Obama/Biden
5 Administration while not allowing credits and loopholes
6 to undermine the new rule.

7 We ask that you put our country on track to reach
8 a hundred percent electric cars and light trucks no
9 later than 2035.

10 My understanding is that this requires at least 12
11 percent to be electric by 2026 and 60 percent to be
12 electric by 2030, and the current draft rule does not
13 meet this need.

14 In fact, UCS modeling indicates the current EPA
15 draft rule would provide about 30 percent fewer
16 emissions reductions over the lifetime of the vehicles
17 than would have been achieved under the Obama/Biden
18 2012 plan.

19 The benefits of a stronger version of the clean
20 cars rule would far exceed the costs. We'd see these

[PAGE]

1 increased benefits through financial savings from
2 improved public health and reduced health care
3 spending, fuel savings, and reduced impacts from
4 climate change.

5 A stronger rule is not only the right thing to do,
6 it's the financially smart thing to do, and it is clear
7 that creative and thoughtful policy is required to move
8 the industry quickly. We can see this from other
9 countries.

10 China's largest maker of lithium ion cells can
11 recycle the equivalent of what would be used in more
12 than 200,000 cars and the company is able to recover
13 most of the lithium, cobalt, and nickel.

14 Where does the U.S. stand in this regard? It's no
15 accident that China, they have financial and regulatory
16 incentives for battery companies that source recycled
17 materials rather than mining new metals.

18 In another example of how policy can drive
19 innovation and change, Norway has significant taxes on
20 fossil fuel vehicles that represent their true cost to

[PAGE]

1 the environment and public health. In 2020, all-
2 electric cars hit a record 54 percent market share of
3 Norway's total new car sales.

4 So I'll close with a last sentence of a recent
5 letter signed by nearly 1,600 clergy and faith leaders
6 who said about this revised rulemaking. "We urge you
7 to consider this moral opportunity to enact bold new
8 standards that truly envision the best for our
9 communities, our nation, and our world."

10 So again I urge the EPA to take on this moral
11 opportunity, I think you've heard that term a few times
12 today, and help our country lead on climate solutions
13 by enacting the strongest standards to reduce vehicle
14 pollutions.

15 Thanks for the opportunity to speak with you
16 today.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker on our list is Jose Acosta. We
19 do not currently have you listed among the list of
20 attendees. However, if you have joined using a

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1 different name, we invite you to raise your hand at
2 this time and if you have dialed in, you can raise your
3 hand by dialing Star 9 on your phone.

4 (No response.)

5 MS. THOMPSON: Okay. We will now move on to the
6 next speaker.

7 The next speaker will be Deborah Bakker. You may
8 now unmute and please state your name and affiliation
9 for the record.

10 MS. BAKKER: Good morning. I'm Deb Bakker. I'm
11 the Director of Regulatory Affairs for Hyundai America
12 Technical Center, and I appreciate the opportunity to
13 speak today.

14 Hyundai supports the Administration's goal of
15 achieving 40 to 50 percent zero emission vehicle sales
16 by 2030. Meeting this electrification goal and the
17 foundation being laid by the GHG reductions proposed in
18 the EPA NPRM will be very challenging and will require
19 a host of complementary measures to make it a reality.

20 Ensuring consumer demand, create resiliency,

[PAGE]

1 widespread infrastructure availability, green
2 electricity and hydrogen are just a few examples of
3 necessary complementary actions. These measures will
4 only be realized with coordination between federal
5 agencies, automakers, and other stakeholders.

6 Hyundai's recent announcement supporting the path
7 to an electrified future include 12 Hyundai and Genesis
8 electrified and eco-focused models in the U.S. by 2022,
9 including hybrid, plug-in hybrid, battery electric and
10 fuel cell, with a total of nine SUVs and three sedans.

11 Hyundai has also announced a \$7.4 billion
12 investment in the U.S. by 2025 and part of that
13 investment includes new U.S. production of battery
14 electric vehicles.

15 A key technology for Hyundai is hydrogen fuel cell
16 vehicles which we began developing in the early '90s.
17 In 2018, Hyundai announced its long-term roadmap called
18 Fuel Cell Vision 2030 which reaffirms our commitment to
19 accelerate the development of a hydrogen society. This
20 technology is and will be used in light- and heavy-duty

1 applications, urban air mobility, marine, and other
2 applications. Hydrogen vehicles are a practical, no-
3 compromise, zero emissions solution.

4 As stated in the NPRM, planned future
5 electrification are challenging and will require a
6 dramatic transformation. We recommend metric-based
7 checkpoints that ensure that all required components
8 for success, such as consumer acceptance,
9 infrastructure, battery supply, grid resiliency, and
10 more, are in place as the aggressive electrification
11 path moves forward.

12 Continuing review is required and appropriate to
13 ensure complementary actions are well balanced.
14 Checkpoints provide an opportunity to address any
15 issues before they have negative impacts on the
16 program.

17 We'll provide an outline in our written comments
18 with a potential method to impartially assess whether
19 the required support is aligned with the
20 electrification trajectory.

1 Finally, we appreciate EPA's statement that it
2 remains committed to ensuring that GHG emissions
3 standards for light-duty vehicles are coordinated with
4 fuel economy standards. Regulatory efficiencies are
5 important.

6 We will also provide comments regarding
7 harmonization and other areas in our written comments.

8 Thank you for your time today.

9 MS. THOMPSON: Thank you for your comment.

10 The next speaker will be Laurie Holmes. You may
11 now unmute and please state your name and affiliation
12 for the record.

13 MS. HOLMES: I'm Laurie Holmes, representing Motor
14 and Equipment Manufacturers Association, MEMA.

15 MEMA represents motor vehicle suppliers, the
16 nation's largest sector of manufacturing jobs in the
17 country, directly employing more than 907,000 workers
18 in all 50 states.

19 Suppliers are responsible for providing 77 percent
20 of the value of a new vehicle. Suppliers are committed

[PAGE]

1 to providing innovative, affordable, and accessible
2 technologies needed to meet the Administration's goal
3 of an economy-wide net zero emissions by 2050.

4 Motor vehicle suppliers have taken a leadership
5 position and the substantial associated risk in
6 investing significant resources in developing multiple
7 emissions, reducing technology solutions, including
8 electrified power trains, to assist vehicle
9 manufacturers.

10 Consequently, MEMA supports vehicle greenhouse gas
11 standards that are stringent but realistic and provide
12 needed regulatory certainty and stability for the
13 industry.

14 MEMA supports the EPA's approach of performance-
15 based standards that allow a broad spectrum of advanced
16 propulsion technologies. The Framework encourages a
17 wide range of electrification technologies while also
18 requiring further technology advances and innovation to
19 the internal combustion engine technologies.

20 MEMA supports expanding the Off-Cycle Technology

1 Credit Program and increasing the credit cap. This
2 program expansion will encourage innovative
3 technologies that allow a broader range of technology
4 options.

5 Looking beyond 2026, MEMA stands ready to work
6 with EPA to establish a holistic framework for long-
7 term greenhouse gas standards that are ambitious but
8 pragmatic.

9 MEMA will continue to support a transition to
10 cleaner transportation. MEMA is committed to a shift
11 towards significantly higher levels of electrification
12 while continuing to leverage American innovation to
13 drive us toward a broad spectrum of advanced
14 technologies that can all play a part in meeting the
15 nation's goals.

16 MEMA urges policymakers at all levels to ensure
17 there is an overall comprehensive plan to prepare the
18 industry and the U.S. for this advanced transportation
19 future.

20 The strategic plan should include both supply and

1 demand side policies, including investments in EV and
2 fuel cell infrastructure.

3 Suppliers strongly support investments in further
4 developing our skilled workforce, including training to
5 up=skill workers as these development needs are
6 evolving with the transition to vehicle
7 electrification.

8 Again, vehicle suppliers take a leadership
9 position and significant risk in planning these
10 advanced technologies years in advance of deployment.
11 Cohesive complementary policies are essential to
12 support vehicle suppliers and advance the industry's
13 innovation and the nation's greenhouse gas goals.

14 Thank you for consideration of these comments and
15 we plan to submit further comments in September.

16 MS. THOMPSON: Thank you for your comment.

17 As a reminder, if you are speaking today, you will
18 receive a notification on your screen that you are
19 being promoted to the role of panelist shortly prior to
20 your speaking time. You must accept that invitation to

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1 be able to unmute when you are called to testify. This
2 will also allow you to turn on your camera which we
3 encourage you to do.

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5 their phones when called to testify.

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7 listed on the speaker list or have dialed in, we ask
8 that you please raise your hand when called on so we
9 can promote you to the role of panelist. If you have
10 called in, you can raise your hand by dialing Star 9.

11 If you are having technical difficulties, please
12 send an e-mail to public_hearing@abtassoc.com or call
13 919-294-7712. If you are not registered to speak but
14 you would like to, please send an e-mail with your name
15 and phone number to public_hearing@abtassoc.com or call
16 919-294-7712.

17 The next speaker will be Representative Padma
18 Kuppa. We do not currently have you listed among the
19 list of attendees. However, if you have joined using a
20 different name, we invite you to raise your hand or

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1 dial Star 9 on your phone if you have called in.

2 (No response.)

3 MS. THOMPSON: The next speaker on our list is
4 Melinda Fleming. Similarly, we do not have you listed
5 among the list of attendees. However, we also invite
6 you to raise your hand at this time.

7 (No response.)

8 MS. THOMPSON: We will move on to the next
9 speaker.

10 The next speaker will be John Linder. John, you
11 may now unmute and please state your name and
12 affiliation for the record.

13 MR. LINDER: Good morning. My name is John
14 Linder, President of the National Corn Growers
15 Association, and a farmer from Edison, Ohio.

16 As sustainable producers of the primary feedstock
17 for ethanol, corn farmers are a part of the solution to
18 cut emissions.

19 EPA's proposed vehicle greenhouse gas emissions
20 standards for 2023 -- sorry -- through 2026 is an

[PAGE]

1 ambitious increase. We agree time is of the essence to
2 meet the Administration's goals for cutting U.S.
3 greenhouse gas emissions by half by 2030.

4 The good news is corn farmers offer is that we
5 don't have to wait for reduced emissions. Thanks to
6 today's ethanol, we can use fuel available right now to
7 make a difference.

8 Using higher volumes of ethanol is an immediate
9 way to lower emissions and more low-carbon fuels we
10 need to decarbonize the transportation on a timely and
11 affordable basis.

12 Ethanol now reduces emissions by about half
13 compared to gasoline due to in large part a sustainable
14 production of corn.

15 With our commitments to continued improvements
16 farmers are ready to ensure ethanol reaches net zero
17 emissions. That's why we encourage EPA to focus more
18 on outcomes and open pathways for all fuels and
19 technologies. Allowing all solutions ensures we can
20 take advantage of not only the low-carbon benefits of

1 higher ethanol blends but also the consumer cost
2 savings cuts toxic emissions and greater fuel
3 efficiency that come with more renewable.

4 Higher ethanol blends with advanced engines
5 optimize higher octane would provide a much-needed
6 pathway for automakers to meet stricter standards on
7 both GHG emissions and fuel economy.

8 Low-carbon/high-octane fuels would also support
9 any longer-term rulemaking to address vehicle criteria
10 pollutant and air toxic emissions.

11 In addition, alternative fuels, such as flex fuel
12 vehicles, will deserve a second look as a zero emission
13 vehicle and could be incentivized to vehicles with
14 standard oils.

15 That's why NCGA joined other stakeholders in
16 asking EPA for an opportunity to comment on the role of
17 low-carbon/high-octane fuels and other pathways to
18 advance climate, air quality, and environmental justice
19 goals for these and future standards.

20 EPA missed an opportunity in this proposal to

1 broaden the solutions and address transportation
2 emissions. We will provide more detailed written
3 comments, but we also urge EPA to use rulemaking for
4 2027 and beyond to eliminate barriers to higher ethanol
5 blends and consider fuel standards that will open the
6 door to achieve more emission reductions from
7 renewable, sustainable, and affordable ethanol.

8 Thank you.

9 MS. THOMPSON: Thank you for your comment.

10 We want to ensure that we have not missed any
11 speakers who may have joined and so I will make one
12 last call for Representative Padma Kuppa and Melinda
13 Fleming. If you have joined, we invite you at this
14 time to raise your hand and if you have called in, you
15 can do so by dialing Star 9 on your phone.

16 (No response.)

17 MS. THOMPSON: Okay. We are now at the end of our
18 morning session.

19 EPA, are you ready to recess until after the
20 scheduled lunch break?

[PAGE]

1 MR. OLACHIW: Yes. Thank you, Kayla.

2 So I'd like to take this opportunity before we
3 break to thank all the speakers from this morning. The
4 EPA very much appreciates you taking the time to
5 deliver your verbal comments.

6 So we will break for a little bit over one half
7 hour, reconvening at half past the hour, which on the
8 East Coast would be 12:30.

9 So with that, I will break the meeting and we will
10 resume again at 12:30.

11 Thank you so much.

12 (Whereupon, the meeting was recessed for lunch, to
13 resume at 12:30 p.m.)

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AFTERNOON SESSION

8

MS. THOMPSON: Good afternoon and welcome back to
the United States Environmental Protection Agency's
Public Hearing for the Revised 2023 and Later Model
Year Light-Duty Vehicle Greenhouse Gas Emissions
Standards.

13

My name is Kayla Thompson from Abt Associates,
contractor for the U.S. EPA.

15

We are now ready to continue the Virtual Public
Hearing.

17

I'll turn it over to EPA to get us started.

18

MR. OLACHIW: Thank you, Kayla.

19

I'd like to take this opportunity to once again
thank everyone that testified this morning. We very

20

[PAGE]

1 much appreciate you taking the time to deliver your
2 oral comments.

3 Just a reminder that the purpose of this hearing
4 is to receive oral testimony from interested parties
5 regarding EPA's Proposed Revisions to the Light-Duty
6 Greenhouse Gas Emissions Standards and with that, we
7 look forward to hearing this afternoon's speakers.

8 Thank you.

9 MS. THOMPSON: Thank you.

10 Before we resume the hearing, we'd like to go over
11 some logistics.

12 As a reminder, all attendees are muted
13 automatically.

14 If you are speaking today, you will receive a
15 notification on your screen that you are being promoted
16 to the role of panelist shortly prior to your speaking
17 time. You must accept that invitation to be able to
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7 called in, you can raise your hand by dialing Star 9.

8 If you are having technical difficulties, please
9 send an e-mail to public_hearing@abtassoc.com or call
10 919-294-7712. If you are not registered to speak but
11 you would like to, please send an e-mail with your name
12 and phone number to public_hearing@abtassoc.com or call
13 919-294-7712.

14 Now we will continue our public testimony. The
15 expected speaking order is currently displayed on the
16 screen. We ask that each person limit their verbal
17 testimony to three minutes. We encourage you to
18 provide your full written testimony and any additional
19 comments of any length to Docket Number EPA-HQ-OAR-
20 2021-0208 on [regulations.gov](https://www.regulations.gov).

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1 I will be introducing each speaker in turn.
2 Please speak slowly and clearly so our court reporter
3 can record these proceedings accurately.

4 Speaker Block 3

5 MS. THOMPSON: The first speaker will be
6 Representative Padma Kuppa. Please state your name and
7 affiliation for the record.

8 MS. KUPPA: Thank you so much for having me today.

9 As you said, I am Padma Kuppa. I'm here today as
10 a private citizen.

11 As a former automotive professional and a
12 mechanical engineer, I'm honored to be the state
13 representative for Michigan's 41st State House
14 District. I represent the Cities of Troy and Clawson
15 in the Metro Detroit Area, and I'm glad to be here to
16 testify.

17 Thank you for the opportunity to voice my support
18 for setting our clean car standards back on track.
19 Many of my constituents are engineers in the automotive
20 industry and I know that they take their jobs seriously

[PAGE]

1 and enjoy the cars we make here, whether it's at the
2 Woodward Dream Cruise or the Detroit Traffic Jam.

3 I came to Michigan over two decades ago for the
4 cars and stayed for the lakes and am very grateful to
5 live in the state that is home to the world's largest
6 freshwater ecosystem.

7 I feel the responsibility of it, too. As a
8 parent, I've always been conscious of the need to
9 protect our planet for the future generations and a
10 critical component of this is reducing vehicle
11 emissions and having stringent clean air standards.

12 As a former FCA employee, about 10 years ago I was
13 able to bring home my first electric car, a Fiat 500,
14 the color of orange soda, but only for the weekends. I
15 brought it to our Product Engineering Department
16 picnics so that all my colleagues could also test it
17 out and I really appreciate what had gone into creating
18 that vehicle and so did all of them, and we knew the
19 impact EVs would have in reducing emissions.

20 Many of my former colleagues are immigrants like

[PAGE]

1 me with technical expertise and knowledge from
2 countries around the world that we honed in graduate
3 schools and in American universities and in our careers
4 here in Michigan.

5 We bring to our jobs a belief in science that
6 empowers us to improve vehicle emissions. We have a
7 work ethic that drives us also empowers innovation and
8 support for clean car standards so that our automotive
9 industry can deliver real-world emissions reductions
10 and set standards for others to follow around the
11 world.

12 Engineers in Michigan work with colleagues around
13 the world. We understand the impact of our work on the
14 planet and all the people who live on it.

15 Here in Michigan, we've invested in innovation
16 throughout the automotive industry and work hard to
17 ensure that the U.S. remains an auto industry leader.
18 These standards have already gone through a rigorous
19 technical review process which found that auto
20 manufacturers have the technology to meet the

[PAGE]

1 standards.

2 I urge you to keep these standards as originally
3 designed to ensure the greatest reductions in fossil
4 fuel use and global warming emissions.

5 Thank you for the opportunity to testify today
6 alongside a stream of environmental and public health
7 associates.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Frederick Tran.
10 Frederick, we do not currently have you listed among
11 the list of attendees. However, if you have joined
12 using a different name, we would invite you to raise
13 your hand at this time.

14 (No response.)

15 MS. THOMPSON: Okay. We will move on to the next
16 speaker.

17 The next speaker will be Qiunta Warren. You may
18 now unmute and please state your name and affiliation
19 for the record.

20 DR. WARREN: Thank you for this opportunity to

[PAGE]

1 speak.

2 My name is Dr. Qiunta Warren, and I am the
3 Associate Director of Sustainability Policy at Consumer
4 Reports.

5 Our analysis shows that the proposed clean cars
6 ruling is a good start to putting us back on track to
7 50 percent electric vehicles by 2030.

8 However, the EPA's preferred alternative recovers
9 only 75 percent of the lost benefits from the
10 Obama/Biden Administration's standards.

11 Consumer Reports survey results show that
12 consumers want more access to clean cars and we need
13 regulations at least as strong as the Obama/Biden
14 Administration's standards to deliver them.

15 Recent reporting has also shown that the White
16 House and other Administration officials told EPA that
17 its industry-backed plan for tightening auto emissions
18 limits was too lax, but the agency still released this
19 proposal with provisions that lessen its bite.

20 The Biden Administration has committed to slashing

[PAGE]

1 greenhouse gas emissions by 50 percent by 2030, making
2 a 60 percent reduction in greenhouse gas emissions from
3 new passenger vehicle sales by 2030 absolutely
4 necessary.

5 This reduction would not only benefit the
6 environment, it would also save consumers approximately
7 \$1.6 trillion through 2050.

8 In order to strengthen the proposed ruling, the
9 EPA can shift to Alternative 2 which is a stronger 2026
10 standard and close the loopholes that have been
11 afforded to the automakers. These loopholes include EV
12 multipliers and increased off-cycle credits.

13 It's also worth noting that automakers agreed to
14 meet stronger standards almost a decade ago. If they
15 were able to meet more stringent standards then, they
16 should be able to do so today and in the future.

17 As a person of color, I am extremely concerned
18 about the impacts of climate change on communities of
19 people who look like me. Data shows that low-wealth
20 communities and communities of black, Indigenous,

1 persons of color experience disproportionate harm from
2 climate change.

3 The Biden Administration has previously stated its
4 commitment to environmental justice and it can
5 demonstrate this by addressing transportation-related
6 discriminatory impacts.

7 There is inherent inequity in the car marketplace
8 as Consumer Reports research has found that new car
9 buyers are predominantly whiter and older and they
10 determine what vehicles end up on the used car market.

11 Expanding consumers choices of clean vehicles will
12 also benefit those that cannot afford to enter the new
13 car market.

14 I'd like to close by thanking the Biden
15 Administration again for this proposal and urging the
16 EPA to close the loopholes and ensure that no
17 communities are left behind.

18 I'll remind you again that a 2030 target of 60
19 percent reduction in greenhouse gas emissions would
20 also save consumers \$1.6 trillion by 2050.

[PAGE]

1 Thank you for your time.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Sam Spencer. You may now
4 unmute and please state your name and affiliation for
5 the record.

6 MR. SPENCER: Thank you very much.

7 My name is Sam Spencer. I most recently served as
8 the Chair of the Charlotte-Mecklenburg Planning
9 Commission in Charlotte, North Carolina, but today I'm
10 speaking as a private citizen.

11 In Charlotte and our entire Metropolitan Region,
12 we've experienced tremendous growth during my lifetime
13 and for the past six years, on our Planning Commission
14 I've had the opportunity to see that growth not only
15 from a qualitative perspective but from a quantitative
16 standpoint.

17 So here's the story that data tells. According to
18 Charlotte DOT data, Charlotte's growth is generating
19 over 25 million new car trips every year and that's
20 only from rezoning, not by buy-right development.

[PAGE]

1 Conservatively, that's tens of millions of
2 kilograms of new carbon dioxide emissions in the
3 Charlotte region every year. It's a major equity issue
4 for Charlotte.

5 Low-income, black, and immigrant communities
6 experience disproportionate harm from dirty vehicle
7 pollution leading to increased rates of asthma and
8 other respiratory illnesses.

9 It's one of the main reasons I'm testifying today
10 because it is so important to our growing city for the
11 EPA to implement the strongest possible vehicle
12 pollution standards.

13 Issuing stronger clean car standards will not only
14 address these transportation-related impacts but also
15 help the EPA follow through on its commitment to
16 environmental justice.

17 Like many growing Sunbelt cities, Charlotte is a
18 sprawling metropolis. It's one of the reasons we
19 recently wrote a new comprehensive plan to pave the way
20 for denser, more environmentally-friendly development.

[PAGE]

1 We took inspiration from Seattle's Commute Trip
2 Reduction Program, Chicago's 2020 ETOC Plan, and
3 Charlotte's own Strategic Energy Action Plan.

4 Our 2040 Plan commits to transit-oriented
5 development, safe and equitable mobility, protecting
6 our tree canopy, and making our buildings and vehicle
7 fleets carbon-neutral, and, importantly, reducing per-
8 capita carbon emissions in the city.

9 The Number 1 source of carbon emissions in
10 Charlotte is vehicle trucks. We can't make significant
11 progress on emissions reductions without a strong
12 federal rule and, unfortunately, the EPA's proposed
13 rule doesn't go far enough.

14 It is far too weak to achieve the climate progress
15 we need and contains loopholes that would allow auto
16 manufacturers to continue to double down on gas-
17 guzzling vehicles.

18 The proposal would also result in much less
19 pollution reduction than the auto industry already
20 agreed to in 2012, nearly a decade ago.

[PAGE]

1 So for sprawling southern cities, like mine, that
2 have to work with state legislatures that ignore
3 climate science, it just isn't good enough. The EPA
4 should finalize the strongest possible clean car
5 standards to protect our communities from vehicle
6 pollution, save drivers and sprawling cities like mine
7 from spending more money at the pump and fight climate
8 change.

9 You have a prime opportunity to strengthen these
10 standards and protect our climate, public health, and
11 the economy by ensuring clean car standards are as
12 strong as possible and for my city, my family, and our
13 neighborhoods, I sincerely hope you take it.

14 Thank you very much.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Cinthia Williams. You
17 may now unmute and please state your name and
18 affiliation for the record.

19 MS. WILLIAMS: Good afternoon. I'm Cinthia
20 Williams. I'm the Global Director, Sustainability,

[PAGE]

1 Amalgation, and Compliance for Ford Motor Company.

2 I spent nearly 30 years working on emissions and
3 sustainability. Combating climate change is a human
4 rights issue and a strategic priority for our company
5 and that's why we are proud to be the only full line
6 American automaker committed to reducing greenhouse gas
7 emissions in line with the Paris Agreement and standing
8 with California for stronger greenhouse gas emissions
9 standards.

10 We applaud the Biden Administration's goal of
11 reaching an electric vehicle future and leadership on
12 reducing emissions and investing in critical
13 electrification infrastructure.

14 We believe that making great vehicles for our
15 customers, protecting the environment, and maintaining
16 a strong business depend on each other.

17 For us, that's why we're electrifying our most
18 iconic nameplates. That includes the most popular
19 vehicle in America, the F-150, the electric Mustang
20 Mach-E, and the popular Transit Van used by businesses

[PAGE]

1 across the country.

2 We're investing more than \$30 billion by 2025 in
3 electrification. We're committed to leading the
4 electrification revolution and creating American jobs.

5 Turning now to the proposed rulemaking, Ford
6 supports the proposals that encourage production of
7 zero emission vehicles and we support the manner in
8 which the EPA has proposed the greenhouse gas emissions
9 standards.

10 Because forward-looking manufacturers like Ford
11 are making improvements that provide real environmental
12 benefits, the proposal recognizes a range of compliance
13 mechanisms, like reducing greenhouse gas emissions,
14 improving air conditioning to minimize refrigerant
15 leakage, and advanced technologies, like electric
16 vehicles.

17 We appreciate both EPA and NHTSA to harmonize a
18 greenhouse gas and fuel economy standards and we know
19 that you will consider the time that it takes to design
20 and develop the advanced technologies needed to address

[PAGE]

1 the urgent climate crisis.

2 Taken together, the broad elements of the proposal
3 are stronger than the SAFE Program and puts us back on
4 track to combat climate change and meet President
5 Biden's ambitious vehicle electrification goals.

6 Finally, to achieve a zero emissions future, we
7 need collaboration among government, industry, and
8 stakeholders. To meet this moment, all of us will need
9 to hold conversations like this one to set and achieve
10 ambitious goals.

11 At Ford, we are doing our part developing high-
12 quality and zero emission vehicles, combining that with
13 our legendary ability to build them at scale. We
14 expect to be well positioned to have fully electric
15 vehicles account for 40 to 50 percent of our sales by
16 2030.

17 We appreciate the opportunity to testify here
18 today. At Ford, we intend to continue building our
19 legacy of sustainability and to help build a better
20 world where every person is free to move and pursue

[PAGE]

1 their dreams.

2 Thank you and I will take any questions.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Nicole Marcot. You may
5 now unmute and please state your name and affiliation
6 for the record.

7 MS. MARCOT: Hi. I'm Nicole Marcot. I'm a
8 volunteer with Moms Clean Air Force. Thanks for the
9 opportunity to testify.

10 I live in Detroit, Michigan, and I'm the mother of
11 three young children as well as an educator in a
12 predominantly low-income section of the city.

13 I'm deeply concerned about the effects air
14 pollution and climate change have on the health of my
15 community and on our children's future. So I support
16 this Administration's proposal to strengthen greenhouse
17 gas emissions standards for cars and light trucks.

18 My community in Detroit is a low-wealth community
19 near a major highway system and my parents, who live in
20 the same neighborhood as us, suffer from asthma as do

[PAGE]

1 many other people in my neighborhood. As many as 15
2 percent of adults and 11 percent of children in Detroit
3 suffer from asthma.

4 As an educator, I've frequently witnessed children
5 missing school because of asthma. In addition to
6 asthma, heart disease is also a major health concern.
7 In the past year and a half, three of my neighbors have
8 passed away from health issues related to heart
9 disease.

10 According to Yale University, vehicles are the
11 leading cause of air pollution and this pollution
12 causes a variety of health issues in humans, including
13 asthma and heart disease.

14 Residents of my community are predominantly people
15 of color and studies have shown that low-wealth and
16 black and Indigenous, people of color communities
17 experience disproportionate harm from dirty vehicle
18 pollution, leading to racial disparities in rates of
19 asthma and heart disease.

20 Aside from the direct impacts of air pollution,

1 here in Detroit we've been hit with drastically
2 increasing amounts of extreme weather. Just last week
3 we were without electricity for six days due to a storm
4 that swept through Southeast Michigan and left close to
5 a million customers without power. Please note that
6 once again it is low-income communities that suffer the
7 most from extreme weather. Wealthy communities and the
8 suburbs had their electricity restored much sooner than
9 we did.

10 This extreme weather is a direct result of climate
11 change and will only grow worse if immediate and strong
12 action is not taken.

13 The future of my three young daughters is at stake
14 along with the lives of children across Detroit,
15 Michigan, the United States, and the world.

16 Given that the transportation sector is the
17 largest source of carbon pollution in the U.S.,
18 cleaning up vehicle pollution is one of the most
19 important things we can do to fight climate change.

20 I'm urging EPA to set the strongest possible

[PAGE]

1 federal clean car standards through 2026, avoiding
2 loopholes and putting automakers on track to meet
3 ambitious pollution reduction goals.

4 Thanks for your time.

5 MS. THOMPSON: Thank you for your comment.

6 The next speaker will be Darien Davis. You may
7 now unmute and please state your name and affiliation
8 for the record.

9 MS. DAVIS: Hello and thank you for giving me the
10 opportunity to testify on the SAFE 2 Rule today.

11 My name is Darien Davis, and I'm a Government
12 Affairs Advocate for Climate and Clean Energy at the
13 League of Conservation Voters or LCV.

14 I'm here today on behalf of LCV's more than two
15 million members and a network of 30 state partner
16 organizations across the country.

17 I appreciate the Biden Administration's swift
18 action on clean car standards. It is clear that
19 undoing the harmful rollbacks of the previous
20 Administration has been a top priority since Day 1.

[PAGE]

1 Now that the proposed rule is out, I urge the EPA
2 to create the strongest possible limits on vehicle
3 pollution. The EPA should seek to finalize Alternative
4 2, the strongest standards the EPA analyzed on the
5 proposal.

6 In order to tackle the climate crisis at the speed
7 and scale that science demands, we need standards that
8 will reduce 60 percent of carbon emissions from new
9 cars by 2030.

10 On the heels of a clarion IPCC report, it is clear
11 that climate change is directly contributing to more
12 severe and frequent wildfires, hurricanes, and flooding
13 around the world. The most recent report is especially
14 salient because it shows specific regional climate
15 impacts.

16 Here in California where I'm currently visiting
17 with my family, wildfires have been raging at an
18 unprecedented rate. These wildfires both threaten the
19 safety of families like mine while also contributing to
20 hazardous air quality.

[PAGE]

1 In recent years, there have been days when the
2 smog from fires was so thick my parents would have to
3 leave work early and stay indoors to safeguard their
4 home.

5 There is, however, a practical way to begin
6 tackling climate change: focusing on clean
7 transportation. Since the transportation sector is the
8 largest source of emissions, bold car standards to help
9 accelerate the transmission from cars with internal
10 combustion engines to pollution-free vehicles.

11 Now the EPA has the opportunity to both reinstate
12 and strengthen clean car standards. In addition to
13 fighting climate change, robust regulations would
14 protect communities from vehicle pollution and save
15 drivers money at the pump.

16 This is especially critical because black and
17 brown communities and low-wealth communities experience
18 disproportionate harm from dirty vehicle pollution.
19 This environmental injustice leads to increased rates
20 of asthma and other respiratory illnesses.

[PAGE]

1 Once again, I urge this Administration to set the
2 strongest standards possible because they are practical
3 and meet the moment that we're in. The EPA should
4 finalize standards at least as strong as Alternative 2
5 presented in the proposed rule. These standards can
6 put us on the path to upholding our NBC of 50 to 52
7 percent net economy-wide greenhouse gas emission
8 reductions below 2005 levels in 2030.

9 Ultimately, these standards set for 2026 can lay
10 the groundwork for eliminating pollution from new
11 vehicles by 2035. It is clear that we have no time to
12 waste.

13 Thank you for the opportunity to testify today.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Steven Wyman. Steven, we
16 do not currently have you listed among the attendees.
17 However, if you have joined using a different name, we
18 would ask that you raise your hand at this time.

19 (No response.)

20 MS. THOMPSON: We will move on to the next

1 speaker.

2 The next speaker will be Lisa Tanaka. You may now
3 unmute and please state your name and affiliation for
4 the record.

5 MS. TANAKA: Good afternoon. I am Lisa Tanaka.
6 I'm Assistant Deputy Executive Officer for Legislative
7 and Public Affairs at South Coast Air Quality
8 Management District. We are the local agency
9 responsible for air quality in the Greater Los Angeles
10 Area.

11 Thank you for the opportunity to testify on the
12 proposed rule.

13 The 17 million residents in our jurisdiction
14 breathe some of the worst air in the U.S. Mobile
15 source emissions contribute to over 80 percent of the
16 smog-forming air pollution in our region.

17 While heavy-duty trucks and other freight vehicles
18 are responsible for the bulk of these emissions,
19 emissions from light-duty vehicles are also
20 significant, and as EPA notes, light-duty vehicles

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1 contribute substantially to greenhouse gas emissions.

2 We applaud EPA's proposal to put the Clean Cars
3 Program back on track and reverse the 2020 standards
4 promulgated under the previous Administration. The
5 2020 standards created unnecessary delay in reducing
6 emissions from the light-duty sector.

7 We urge EPA to move forward quickly to revise
8 these standards so that much-needed emissions
9 reductions can be realized as soon as possible.

10 We believe that the standards EPA promulgated in
11 2012 were sound and well-supported, a conclusion EPA
12 confirmed in the 2016 mid-term evaluation.

13 What was valid and feasible in 2012 is even more
14 achievable almost 10 years later after automotive
15 technologies have continued to advance and the public's
16 interest and appetite for zero emission vehicles has
17 increased.

18 To that end, EPA should finalize revised standards
19 that capture as much of the benefit of the 2012
20 standards as possible. We therefore urge EPA to

1 finalize Alternative 2 of the proposed revision.

2 We further recommend that EPA finalize the Model
3 Year 2026 standards that is 10 grams per mile more
4 stringent than the current Alternative 2 target. This
5 combination would achieve emissions reductions that
6 more closely approximate that which would have been
7 achieved by the 2012 standards.

8 Our agency is also fully supportive of policies to
9 covert the transportation sector to zero emissions,
10 including light-duty vehicles. We recommend that EPA
11 reinstate multipliers for zero emission vehicles in the
12 final standard and set the cumulative credit cap at a
13 level that ensures continued penetration of ZEVs in the
14 light-duty fleet.

15 Additionally, South Coast AQMD supports EPA's
16 recognition in the proposed rule that a longer-term
17 rulemaking could also address criteria pollutant and
18 air toxic emissions in the new light-duty vehicle
19 fleet.

20 It goes on to state that a future longer-term

[PAGE]

1 rulemaking will take critical steps to continue the
2 trajectory of transportation emissions reductions
3 needed to protect public health and welfare, especially
4 important in our South Coast Air Basin where we are an
5 extreme non-attainment for ozone and PM 2.5.

6 South Coast AQMD strongly urges EPA not to delay
7 on a criteria pollutant and air toxic submission to
8 rulemaking for light-duty vehicles. Addressing air
9 pollutants and air toxic emissions should be considered
10 as soon as possible to reduce the impacts on public
11 health and assist with attainment of the Clean Air Act
12 standards.

13 In summary, we look forward to a final standard in
14 the near future that achieves the benefits that would
15 have been realized through the implementation of the
16 2012 standard and sends a strong signal for vehicle
17 electrification.

18 Thank you for this opportunity to testify and
19 we'll also be submitting more detailed written remarks.

20 MS. THOMPSON: Thank you for your comment.

1 The next speaker will be Anthony Witt. You may
2 now unmute and please state your name and affiliation
3 for the record.

4 MR. WITT: Yes. My name is Anthony Witt, and
5 while I'm testifying as a private citizen, I am a
6 retired city planner with expertise in environmental
7 planning, documentation, and regulations.

8 I fully support the strengthening of the clean
9 cars standards with the adoption of the EPA's second
10 alternative.

11 The second alternative would deliver greater
12 savings to consumers, an average of \$2,100 per vehicle,
13 and eliminate auto manufacturer loopholes.

14 I have two sons and I'm extremely worried about
15 the environment, public health, and the economy that
16 we're leaving to future generations. Impacts of
17 climate change are already here.

18 My seven-year-old hybrid vehicle gets 40 miles to
19 the gallon. The relatively high fuel economy of my
20 hybrid saves money at the gas pump and I know that I'm

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1 doing a small part to limit use of non-renewable
2 resources and reduce carbon emissions.

3 Auto manufacturers will not produce vehicles with
4 drastically higher fuel efficiency unless they're
5 required to do so. We need to set high standards and
6 eliminate loopholes that would prevent us from
7 achieving these goals.

8 The Administration's "voluntary targets" and the
9 U.S. automakers "shared aspirations" are not
10 sufficient. To achieve the goal of reducing greenhouse
11 gas emissions from new faster vehicles sales by more
12 than 60 percent, we need to set the strongest possible
13 standards for 2026.

14 I urge the Administration to set the strongest
15 standards possible because they're necessary and they
16 work.

17 I urge you to reinstate the federal standards with
18 your Alternative 2 and set even stronger ones through
19 2030.

20 I ask you to ensure that there are no loopholes

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1 for automakers to get around these standards.

2 Thank you for the opportunity to testify.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Taisia Turza. You may
5 now unmute and please state your name and affiliation
6 for the record.

7 MS. TURZA: Hi. Thanks for letting me speak. Can
8 you hear me okay?

9 MS. THOMPSON: We can.

10 MS. TURZA: Okay. Thanks.

11 My name is Taisia Turza, and I'm representing
12 myself, a steward of the earth, a Texas resident, a
13 former emergency medical technician, and a current
14 health care IT professional, passionate about
15 addressing social determinants of health.

16 Thanks for giving me the opportunity to comment
17 today.

18 I'm here because I'm deeply concerned about
19 emissions from all vehicle classes, namely, large
20 vehicle classes, like trucks, SUVs, and ambulance vans.

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1 I grew up in Austin, Texas, and went to university
2 in Houston, Texas, where I witnesses for myself the
3 impacts of air pollution in cities like Houston,
4 Galveston, Texas City, and all the neighboring towns.

5 Asthma and cancer rates in these areas due to
6 environmental pollutants, like GHG emissions, are
7 astronomical. Almost everyone knows somebody who has
8 had asthma or cancer or has it now.

9 In my experience working as an EMT in the Houston
10 region, we would serve lower-income communities that
11 overwhelmingly suffered from chronic conditions that
12 are exacerbated by environmental factors like poor air
13 quality due to the vehicle emissions.

14 Transportation is the largest source of carbon
15 emissions in the U.S. and it's critical that we both
16 make our gasoline-powered cars and trucks more
17 efficient and that shift rapidly to electric vehicles.

18 If the vehicles themselves had stricter emissions
19 standards and thus lower emissions, then the health
20 impacts on the community would be much lower, as well.

1 By implementing the strongest possible fuel
2 economy standards, the EPA would also be following
3 through on its stated commitment to environmental
4 justice because issuing stronger clean car standards
5 will help address key transportation-related impacts,
6 like social determinants of health, which impact low-
7 wealth and black, Indigenous, people of color
8 communities that experience disproportionate harm from
9 dirty vehicle pollution, leading to increased rates of
10 asthma and other respiratory illnesses and cancer.

11 That EPA must act to make clean car standards as
12 strong and far-reaching as possible. It would be a win
13 for the American people and all those looking to spur
14 job creation, economic growth, family cost savings, and
15 public health protection at the time when we need it
16 most.

17 I urge the EPA Administration to be leaders in
18 achieving a zero emissions future with strategic and
19 aggressive goals to help mitigate the impact of air
20 pollution on our health and therefore our livelihoods

1 and our future.

2 Thank you for your time.

3 MS. THOMPSON: Thank you for your comment.

4 As a reminder, if you are speaking today, you will
5 receive a notification on your screen that you are
6 being promoted to the role of panelist shortly prior to
7 your speaking time. You must accept that invitation to
8 be able to unmute when you are called to testify. This
9 will also allow you to turn on your camera which we
10 encourage you to do.

11 Speakers connected by telephone should unmute
12 their phones when called to testify.

13 If you have joined using a name other than what is
14 listed on the speaker list or have dialed in, we ask
15 that you please raise your hand when called on so we
16 can promote you to the role of panelist. If you have
17 called in, you can raise your hand by dialing Star 9.

18 If you are having technical difficulties, please
19 send an e-mail to public_hearing@abtassoc.com or call
20 919-294-7712. If you are not registered to speak but

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1 you would like to, please send an e-mail to
2 public_hearing@abtassoc.com or call 919-294-7712.

3 Speaker Block 4

4 MS. THOMPSON: The next speaker will be Timothy
5 Minotas. You may now unmute and please state your name
6 and affiliation for the record.

7 MR. MINOTAS: Thank you.

8 My name is Tim Minotas. I am the Legislative and
9 Political Coordinator for the Sierra Club Michigan
10 Chapter, also here as a private citizen.

11 Thank you to the EPA and the members of this panel
12 for giving me the opportunity to testify on such an
13 important topic.

14 I'm here today because, unfortunately, the EPA's
15 proposed rule does not go far enough. It is far too
16 weak to achieve the climate progress we need. It
17 contains loopholes that allow auto manufacturers to
18 continue to double down on gas-powered vehicles and it
19 does not position us to be the leaders moving into the
20 future.

[PAGE]

1 Right now in Michigan, nearly half of our
2 population, more than 4.7 million people, live in non-
3 attainment areas. Fossil fuel-powered vehicles emit
4 many criteria pollutants that directly impact human
5 health, affecting some communities more than others.

6 We know low-income and BIPOC communities face the
7 worst air quality as a result of inequitable
8 transportation systems.

9 Implementing the strongest possible fuel economy
10 standards will not only show the EPA's commitment to
11 environmental justice but will also help address the
12 negative air-related health impacts to these
13 communities.

14 Also, Michigan is the birthplace of the automotive
15 industry. No other state currently produces more cars
16 and trucks than we do and while other countries are
17 moving forward with cleaner vehicles, our country has
18 remained idled.

19 In order for Michigan and the United States to
20 remain competitive and the leader, we must be bold with

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1 our action on clean car standards. Otherwise, we will
2 lose out on these 21st Century jobs. Enacting bold
3 standards will save consumers money, spur economic
4 growth, innovation, and job creation in the development
5 and manufacturing of new clean car technologies and
6 electrified vehicles.

7 With the IPCC Report and climate diseases we are
8 seeing and experiencing here today, both across the
9 United States and here in Michigan, we know that
10 climate change is here.

11 Right now the transportation sector is the largest
12 emitter of greenhouse gases in the United States. We
13 cannot combat climate change without reducing and
14 eliminating tailpipe emissions. If the United States
15 is going to keep to its word to act aggressively on
16 climate, then we must rise to the moment that we are in
17 right now and enact the boldest and strongest possible
18 clean car standards.

19 Once again, I thank you for the opportunity to
20 speak today and I urge the EPA to make clean car

1 standards as strong and as far-reaching as possible.
2 It would be a win for our climate, for jobs, the
3 economy, and families all across the country at a time
4 when we need it most.

5 Thank you.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker is Judi Egbert. You may now
8 unmute and please state your name and affiliation for
9 the record.

10 MS. EGBERT: Thank you for the opportunity to
11 testify.

12 My name is Judi Egbert, Clayton, North Carolina.
13 I'm an active participant with the Unitarian
14 Universalist Fellowship of Raleigh and a member of its
15 Environmental Justice Ministry.

16 I support and appreciate President Biden's steps
17 toward renewing sensible standards for vehicle fuel
18 efficiency but am concerned that automakers will do as
19 they have repeatedly done before, that is, seek ways in
20 which they conduct and avoid improving fuel efficiency.

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1 Hence, I ask that the EPA choose Alternative
2 Number 2 which will more effectively and rapidly close
3 loopholes sought oftentimes by automakers and
4 Alternative 2 will enable significant savings for
5 consumers, perhaps as much as \$2,100 average per
6 vehicle.

7 Although I'm retired, I drive nearly 300 miles
8 each week to actively serve my community, planting,
9 maintaining, and harvesting in organic gardens, helping
10 build affordable housing, delivering meals to homebound
11 elderly, closing the hunger gap in food deserts,
12 promoting voter engagement, providing encouragement and
13 support in a faith community, and demonstrating to our
14 leaders how they can promote well-being to our
15 constituents.

16 To perform these vital engagements on a somewhat
17 limited fixed income, I need and do use a fuel
18 efficient vehicle, which is a hybrid Prius. I find
19 this vehicle, which gets about 45 to 50 miles per
20 gallon, can adequately and comfortably help me

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1 contribute to a thriving community.

2 As an active citizen, I need a healthy
3 environment, one in which not only my car is fuel
4 efficient and low on emissions but also an environment
5 in which that is a standard. Hence, my expectation
6 that the EPA will apply Alternative Number 2 for a more
7 effective, sensible, and healthy standard and vehicles
8 that are marketed in the U.S.

9 By having stronger standards, we not only save at
10 the gas pump but we save by having better air, land,
11 and water quality and healthier citizens. 90 percent
12 of American consumers favor more efficient and safer
13 vehicle standards that reduce greenhouse gas emissions
14 and promote healthier communities.

15 We don't need additional decades of research and
16 development. We have the ability and technology to
17 implement better standards now and Alternative Number 2
18 will enable that.

19 My thanks to the panelists who are taking the time
20 to listen and attend to our concerns. Thank you.

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1 MS. THOMPSON: Thank you for your comment.

2 The next speaker will be Jeffrey Gross. You may
3 now unmute and state your name and affiliation for the
4 record.

5 MR. GROSS: Hello. My name is Jeffrey Gross. I'm
6 are resident of Connecticut and a member of Sierra
7 Club.

8 I grew up in the Northwest corner of Ohio in the
9 economic shadow of the giant automakers where one uncle
10 worked at GM Research and to the west was South Bend,
11 Indiana, where the storied Studebaker company was
12 struggling through its final years but still supplying
13 cars to my family's Renault dealership.

14 With that background, it took me a long time to
15 realize that our automobile culture was not in fact the
16 benevolent driver of the world economy and that its
17 paradigms were not the basis of the best of all
18 possible worlds.

19 My thinking was influenced over time by the
20 epochal policy shifts that grew in reaction to

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1 awareness of a massive externality caused by
2 automobiles.

3 The first shift was, of course, regulation of
4 automobile emissions in response to horrific air
5 quality problems. The second was the perceived threat
6 of peak oil which also introduced the economic
7 disincentive of higher fuel prices, and the third was
8 recognition that carbon from generations of oil
9 exploitation was causing disruption in the climate's
10 equilibrium.

11 Now we all know these separate crises represent
12 essentially the same underlying problem, the systemic
13 overuse of our natural resources, and it is significant
14 that in each case our collective response was targeted
15 regulation but also reliance on market forces.

16 It is our misfortune, however, that these
17 responses were not enough and here we are today at an
18 EPA hearing all of us breathing air with more than 400
19 parts per million of carbon dioxide, but this EPA
20 decision needs to be part of this historical

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1 opportunity to bend the trajectory of dozens of
2 manufacturers and hundreds of millions of consumers to
3 a noble and necessary objective of net zero
4 transportation.

5 So I implore the EPA to have the vision to require
6 the maximum efficiency for the United States public,
7 which is to say, Alternative 2. The automobile
8 industry is supremely adept technically and oriented to
9 markets where similar higher requirements apply. I'm
10 confident they can adapt.

11 So I don't know which technology will win out in
12 the end, but let the EPA set high goals without
13 loopholes and let the manufacturers and consumers
14 optimize the solutions.

15 I'm hopeful that a fleet composed of even
16 currently shipping technologies evolving naturally
17 under market pressure to mostly electric will achieve
18 the numbers proposed and so set the stage for a net
19 zero future.

20 Thank you for the opportunity to speak.

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1 MS. THOMPSON: Thank you for your comment.

2 The next speaker is Erandi Trevino. We do not
3 currently have you listed among the attendees.
4 However, if you have joined using a different name, we
5 invite you to raise your hand at this time and if you
6 have called in, you may raise your hand by dialing Star
7 9.

8 (No response.)

9 MS. THOMPSON: Similarly, we do not have the next
10 two speakers listed in the attendee list, JP Thomas and
11 Susie Robertson. However, if you have joined using a
12 different name, we would invite you to raise your hand
13 at this time.

14 JP, I can see that you've raised your hand. So I
15 will promote you to panelist.

16 MR. THOMAS: Hello. Can you hear me?

17 MS. THOMPSON: We can.

18 ME. THOMAS: great. Good morning and thank you
19 for the opportunity to speak today.

20 My name is JP Thomas, and I'm the Director of

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1 External Relations for Voice of the People, an
2 organization that seeks to reanchor our democracy and
3 its founding principles by giving We the People a
4 greater role in government.

5 Today, I am going to present data from surveys
6 conducted by our partner, the Program for Public
7 Consultation at the University of Maryland School of
8 Public Policy, as well as from other respected polling
9 organizations, on the public's view of air pollution
10 and fuel efficiency standards.

11 The Program for Public Consultation conducts
12 surveys of the American public on federal policy
13 proposals. Their surveys differ from standard polls in
14 that they provide respondents with a briefing on the
15 topic, details of the proposals, and arguments for and
16 against each proposal. This content is reviewed by
17 advocates and proponents to ensure it is accurate and
18 balanced.

19 They use national probability-based samples
20 provided by Neilson Scarborough with at least 2,400

1 registered American voters with a margin of error of
2 two percent.

3 Overall, PPC finds that a large majority support
4 the government taking action to reduce air pollution.
5 In a September 2020 survey, 78 percent of voters
6 assigned a very or somewhat high priority to the
7 government working to reduce air pollution that causes
8 negative health effects. This included 54 percent of
9 Republicans, eight in 10 Independents, and 98 percent
10 of Democrats.

11 A survey in 2016 on the clean power plans proposal
12 to require all cars and trucks by 2025 to emit half the
13 carbon dioxide of the 2010 model elicited support from
14 73 percent of voters, including 86 percent of
15 Democrats, 71 percent of Independents, and 57 percent
16 of Republicans.

17 They were informed that this proposal would
18 increase the cost of the vehicle but save consumers
19 more on gas in the long run.

20 Similarly, increasing fuel efficiency standards

1 for heavy-duty trucks ,vans, tractors, and similar
2 vehicles was supported by 71 percent of American
3 voters, including 84 percent of Democrats, 68 percent
4 of Independents, and 56 percent of Republicans, though
5 they were told the proposal would increase the cost of
6 the vehicle, again while saving money on gas in the
7 long run.

8 Both of these increases were supported also by
9 bipartisan majorities of voters in Texas, despite its
10 dependence on the oil industry.

11 After the Trump Administration replacement of the
12 clean power plan with the Affordable Clean Energy
13 Rules, which froze the fuel efficiency standards, a
14 survey by Yale University and George Mason University
15 asked respondents whether they would support the
16 government setting stronger fuel efficiency standards
17 for cars, trucks, and SUVs.

18 A large majority of 78 percent of voters were in
19 support, including 91 percent of Democrats, 76 percent
20 of Independents, and 62 percent of Republicans.

1 In conclusion, increasing fuel efficiency
2 standards as a way to reduce air pollution is
3 consistently supported by a large majority of the
4 public, including majorities of Republicans, even after
5 being informed that it would raise the cost of
6 vehicles.

7 At Voice of the People we do not take a position
8 on policy issues but believe that democracy is
9 important for government agencies to consult citizens
10 on key policy issues that the government faces.

11 We encourage you to take the views of all of the
12 public into account when deciding whether to change
13 federal fuel efficiency standards.

14 Thank you for the time today.

15 MS. THOMPSON: Thank you for your comment.

16 Although we did not see a raised hand earlier, I
17 wanted to give Susie Robertson another opportunity to
18 raise their hand if they have arrived and are under a
19 different name.

20 (No response.)

[PAGE]

1 MS. THOMPSON: Okay. The next speaker on our list
2 is Paul Osbourn. Paul, you may now unmute and please
3 state your name and affiliation for the record.

4 MR. OSBOURN: My name is Paul Osbourn. I am
5 coming as a National Salesperson, not representing my
6 company but someone that has spent 20 years in
7 commercial fleets and the last 10 selling alternative
8 fuel vehicles.

9 While I believe the EPA plan has a noble intent, I
10 am concerned about the economic impact and it
11 potentially having a counterproductive result.

12 We have seen trucks go from 2012 selling around
13 \$25,000 to today at over \$45,000 and this current plan
14 looks to drive things well north of 50. With the
15 addition of precious metals that will have to go into
16 the catalyst calibration time, we expect that.

17 We're already seeing fleets in dealers around the
18 country placing record orders for Model Year '22. Some
19 manufacturers have already shut off the order window as
20 early as November, which normally would have stayed

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1 open well into March or April of next year.

2 The reason they're doing it is to avoid what they
3 believe to be higher prices of the Model '23 and newer
4 vehicles.

5 This also has a significant impact to the used
6 truck market. The people that fix your roof and paint
7 your house and deliver your Amazon packages and trim
8 your trees, these folks typically drive used vehicles
9 and those folks are also seeing particularly with the
10 chip shortage incredible rises in prices. What they
11 typically end up doing is extending the life of their
12 vehicle. They will often just buy a new engine or
13 rebuild the transmission and we get stuck with the same
14 emissions that we had that we're trying to replace.

15 I believe the flaw in the plan does not have a
16 pragmatic path to cleaner emissions, and I believe that
17 if the EPA wants this to success they must partner with
18 Congress to offer greater tax incentives to buy these
19 newer vehicles. In particular, those tax incentives
20 must include all cleaner fuels, including renewable

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1 natural gas, renewable propane, as well as the hybrids
2 and the EVs that are out there.

3 The new plan looks way too favorable towards one
4 technology that is not going to address all the needs
5 of all the fleets and that is my concern.

6 I thank you for your time and thank you for the
7 opportunity to testify.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Ian Tafoya. You may now
10 unmute and please state your name and affiliation for
11 the record.

12 As a reminder, you will need to accept the
13 invitation to become a panelist.

14 MR. TAFOYA: Hello. Can you hear me?

15 MS. THOMPSON: We can.

16 MR. TAFOYA: Hello. My name is Ian Thomas Tafoya,
17 and I am calling from Denver, Colorado. I am the State
18 Director for GreenLatinos for Colorado, a national
19 environmental justice and conservation movement,
20 bringing frontline activists to the front of the line

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1 to fight for our environmental liberation.

2 I am from a frontline community impacted by
3 highway pollution. I'm from a community that sued over
4 Title 6 for an expansion in my community, a Clean Air
5 Act lawsuit and NEPA, ultimately settling with the
6 government, and now PM 2.5 modeling is being questioned
7 in a whistleblower case of our entire Air Modeling
8 Division from the State of Colorado.

9 I'm from a community with bad water, one of the
10 most polluted zipcodes in America, and the home of the
11 industrial sector of my city in a lot of ways, and I am
12 here today to ask you to go as strong as you possibly
13 can, and I want to agree that I can hear what the
14 person who testified before me said.

15 We need downpayment since even beyond tax
16 incentives for us to truly make this change.

17 I've been involved in transportation
18 electrification planning processes here at my Public
19 Utilities Commission and through our conversations with
20 business owners and people, that is what they want.

[PAGE]

1 But this is really about people. We can talk
2 about numbers all day, but saving people money, yes,
3 also important, that's a co-benefit, but reducing the
4 amount of pollution into our community, reducing the
5 long-term impacts of carbon dioxide into our community,
6 and other VOCs is going to help, and what we've seen is
7 a direct connection between small particulate matter
8 and COVID deaths.

9 We've seen our communities drastically transformed
10 and asthma rates continue to climb. I'm here to ask
11 you to do the right thing.

12 The Environmental Protection Agency is about
13 protecting people, not businesses. We can't worry
14 about people saying the entire system is going to
15 collapse because we do the right thing which is improve
16 the air.

17 Thank you very much.

18 MS. THOMPSON: Thank you for your comment.

19 At this time, we will move on to the next speaker
20 block. All right.

[PAGE]

1 The next speaker listed is Terry McGuire. Terry,
2 we do not currently see you among the list of
3 attendees. However, if you have joined under a
4 different name, we invite you to raise your hand at
5 this time, and if you have joined using your phone, we
6 would ask that you dial Star 9.

7 (No response.)

8 MS. THOMPSON: Similarly, the next few speakers
9 are not appearing on my list of attendees. I'm going
10 to call their names and if you are here but are listed
11 under a different name, we would ask that you raise
12 your hand at this time. These names are Brian
13 Laughlin, Nick Trombetta, Emily Hopkins, and Valencia
14 Bednar.

15 (No response.)

16 MS. THOMPSON: I do not currently see any hands
17 raised. So we will move on to the next speaker in the
18 list.

19 The next speaker is Natalia Villalpando Paer. You
20 may now unmute and please state your name and

[PAGE]

1 affiliation for the record.

2 As a reminder, you will need to accept the
3 invitation to be promoted to panelist in order for us
4 to hear you.

5 (No response.)

6 MS. THOMPSON: Natalia, I'm going to send one more
7 invitation to be promoted to panelist. You may have
8 the ability at this time to hit the unmute button. We
9 wouldn't be able to see your camera but you can also
10 try that at this time.

11 (No response.)

12 MS. THOMPSON: Okay. I will provide a couple of
13 reminders.

14 So as a quick reminder, if you are speaking today,
15 you will receive a notification on your screen that you
16 are being promoted to the role of panelist shortly
17 prior to your speaking time. You must accept that
18 invitation to be able to unmute when you are called to
19 testify. This will also allow you to turn on your
20 camera which we encourage you to do.

[PAGE]

1 Speakers connected by telephone should unmute
2 their phones when called to testify.

3 If you are having technical difficulties, please
4 send an e-mail to public_hearing@abtassoc.com or call
5 919-294-7712. If you are not registered to speak but
6 you would like to, please send an e-mail with your name
7 and phone number to public_hearing@abtassoc.com or call
8 919-294-7712.

9 If you are not registered to speak but would like
10 to, please send an e-mail with your name and phone
11 number to public_hearing@abtassoc.com or call 919-294-
12 7712.

13 Finally, if you have joined using a name other
14 than one that's listed on the speaker list or have
15 dialed in, we ask that you please raise your hand when
16 called on so we can promote you to the role of
17 panelist.

18 If you have called in, you can raise your hand by
19 dialing Star 9.

20 Okay. Let me see a raised hand for a speaker from

[PAGE]

1 Block 8. Erandi Trevino. Erandi, you should be
2 receiving an invitation to be promoted to panelist.
3 When you are ready, you may unmute and please state
4 your name and affiliation for the record.

5 MS. TREVINO: Hi, good afternoon. My name's
6 Erandi Trevino. I am the Texas State Organizer for
7 Moms Clean Air Force.

8 Thank you for listening to us today.

9 Our membership is close to 67,000 here in the
10 state of Texas and our priority is, you know, fighting
11 for clean air for all, especially our children, and
12 regardless of racial background, financial background,
13 and because in places like Houston, we already have so
14 much exposure to toxins in the air from refineries,
15 from the ship channel, and our city is growing every
16 single day, that means more cars because the only way
17 to get around in this city is by driving. There is no
18 effective public mode of transportation. There are
19 buses but in reality they take so long for people to
20 get around, you have to be able to have your own car.

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1 As the previous speakers have noted, there is a
2 big leap financial struggle that communities face in
3 buying an electric vehicle. So that the only way that
4 we can reach a point where electric vehicles are such a
5 big part of our transportation system is if the people
6 get help in order to make that initial payment.

7 The other thing that I wanted to say is that one
8 of the reasons why this is so important is because
9 again it's one easy solution that we have the
10 technology for. It's already out there. It's
11 something. It's sort of just low-hanging fruit at this
12 point because carbon emissions from vehicles, we accept
13 such a large portion of our air pollution, it's one of
14 the most important things that we can tackle at the
15 present moment.

16 So, please, I urge you to be as effective and as
17 aggressive in terms of funding for making it so that
18 people are even able to make that purchase because the
19 way that it is right now, people are struggling even to
20 buy cars at the lower end. They're becoming more

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1 expensive every day.

2 I'm sure you have heard about the chip shortage
3 that has caused vehicle shortages all over the country.
4 So vehicles are already becoming more and more
5 expensive and electric vehicles are even more expensive
6 than that.

7 So in order for it to be a reality for people who
8 are not earning any additional money now that prices
9 are going up, it would be really great to see a program
10 that makes this a possibility for the communities that
11 are impacted the most, the ones that are already at the
12 fenceline with these refineries and these other sources
13 of carbon emissions.

14 Thank you for your time.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker on our list is Richard Eckman.
17 Richard, we do not currently see you listed among the
18 list of attendees. However, if you have joined using a
19 different name, we would invite you to raise your hand
20 at this time.

[PAGE]

1 (No response.)

2 MS. THOMPSON: All right.

3 Speaker Block 5

4 MS. THOMPSON: We will move on to the next
5 speaker.

6 The next speaker will be Elizabeth Brandt.
7 Elizabeth, you may now unmute and please state your
8 name and affiliation for the record.

9 MS. BRANDT: Hello. My name is Elizabeth Brandt.
10 I'm with Moms Clean Air Force. I'm Valencia and
11 Natalia's mom, and I'm a Field and Special Projects
12 Manager for Moms Clean Air Force.

13 When my kids and I talk about air pollution, they
14 identify vehicles as the biggest culprit. They are
15 right.

16 Pollution from the transportation sector is the
17 nation's leading source of climate warming carbon
18 pollution. Tackling pollution from cars and trucks is
19 one of the most important ways we can fight climate
20 change.

[PAGE]

1 Please finalize the strongest possible national
2 greenhouse gas emission standards for passenger cars
3 and light trucks through Model Year 2026.

4 According to the recently-released IPCC Report,
5 climate change is accelerating. This historically hot
6 summer could be one of the coolest in the next decades.

7 As a parent, that's heartbreaking. On a recent
8 trip to my hometown in Washington State, I couldn't
9 help but notice all the ways the climate has changed
10 the landscape in the last decade. The Glaciers on Mt.
11 Rainier have visibly diminished. Even from a hundred
12 miles away, the change is starkly apparent. The heat
13 wave shattered all temperature records at home. Farm
14 workers who endure hazardous emissions to harvest
15 valuable fruit crops, pick cherries with hot lamps at 1
16 in the morning to salvage the July cherry harvest.

17 Low water levels and overly warm streams decimate
18 salmon runs which is bad news for anyone that likes
19 fish, whether you're an Orca whale or a restaurant
20 patron.

[PAGE]

1 Last August and September, the Pacific Northwest
2 was covered by an impenetrable lid of wildfire smoke.
3 I spent days looking for a way to help my sister Clare
4 who has asthma get to a place with clean outdoor air or
5 at least indoor air conditioning.

6 The air quality map for Washington State was
7 unrelentingly purple and red indicating extremely
8 unhealthy levels of air pollution. The closest place
9 with good air quality was in Wyoming. That's nearly a
10 thousand miles from Seattle.

11 The only feasible solution for Clare was staying
12 in her home, taping shut the edges of her doors and
13 windows, and eating only cold food as cooking can
14 worsen indoor air quality in these conditions.

15 It's hot in her apartment and she had no way to
16 cool her home without letting in the filthy air. This
17 is moving towards a new normal but it's not normal.
18 It's unacceptable for disproportionately=impacted
19 communities, for farm workers, for fishermen, and for
20 our kids who should be able to play outside without

1 having smoke sting their eyes.

2 In order to prevent our worse case climate
3 scenario, we must take strong action now to reduce
4 pollution from cars. Climate change is disrupting our
5 livse. So we need to disrupt our approach to reducing
6 climate pollution. Bold action is needed.

7 The EPA must set the strongest possible federal
8 clean car standards through 2026, avoiding loopholes
9 and putting automakers on track to meet ambitious
10 pollution reduction goals.

11 This proposal is a step toward a safer climate for
12 all of us. The EPA must set more ambitious clean car
13 standards for Model Year 2027 and beyond.

14 America's children are counting on us to solve the
15 climate crisis.

16 Thank you for the opportunity to testify.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker will be Melinda Fleming. You may
19 now unmute and state your name and affiliation for the
20 record.

[PAGE]

1 MS. FLEMING: Hello. My name is Melinda Fleming,
2 and I am an ordinary citizen speaking for myself, and I
3 thank you for this opportunity to speak.

4 I am a mother and a homemaker who likes to read
5 and go for long walks and I fully support everything
6 the previous speaker has just said.

7 However, I also know that I am not speaking for
8 myself when I say that I am terrified. I'm terrified
9 for my child, my family, my fellow citizens, and for
10 our beautiful home planet earth.

11 I also know I'm not speaking only for myself when
12 I say that a lot of the science and statistics that are
13 being used to sound the alarm is mostly beyond me.
14 Yet, I believe these brave scientists because I and
15 many like me and like the previous speaker are right
16 now experiencing what they are talking about.

17 It is crystal clear that absolutely no one will
18 escape the consequences of a warming and polluted
19 atmosphere, not even people with spaceships.

20 However, I am extra terrified when I hear highly

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1 experienced and qualified experts in science, policy,
2 and community activism talk about loopholes.

3 I'm terrified when I hear that even the strongest
4 formal measures, like Alternative 2, are not really
5 good enough. The reason this terrifies me the most is
6 simple. Even if you build a bridge almost all the way,
7 you might as well not have bothered because it simply
8 won't do the job it was intended to do.

9 We need to stop the atmosphere from heating up
10 further. The EPA's rule for clean vehicle standards
11 need to go all the way for us to cross the chasm of
12 global warming.

13 Our margin for error has become so slim that we
14 cannot afford half measures of any kind. This is why I
15 urge the EPA to propose and implement the strongest
16 rules possible to create the cleanest vehicles
17 possible.

18 We have an extremely narrow window of opportunity
19 left to us, to all of us. Let's not waste it.

20 Thank you.

1 MS. THOMPSON: Thank you for your comment.

2 I would like to circle back to an earlier speaker,
3 Natalia Villalpando Paer. We invite you to unmute at
4 this time and please state your name and affiliation
5 for the record.

6 MS. VILLAPANDO: Thank you very much.

7 My name is Natalia Villalpando. I'm a volunteer
8 of Moms Clean Air Force.

9 Thank you for the opportunity to testify.

10 I live in Washington, D.C. since January 2020.
11 I'm a mother of a wonderful 15-month-old boy and have
12 worked in public policy for the past nine years.

13 I believe that the best way to create a safer and
14 more inclusive world for ourselves and our children is
15 through standards that allow us to live in the world as
16 we imagine it, in a community as we envision it.

17 Regulations should promote how we want to live and
18 what allows us to live better. Clean air standards
19 must ensure we live in the best and healthiest way
20 possible.

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1 That is why I support this Administration's
2 proposal to strengthen federal clean greenhouse gas
3 emissions standards for passenger cars and light trucks
4 for Model Years 2023 and 2026.

5 My family and I are lucky to live near Rock Creek
6 Park, a 1,754-acre city park here in Washington, D.C.,
7 and we try to go out every day for a walk every day
8 with our son. However, last year, this summer, the
9 temperature has been so high that we have been forced
10 to stay in for many days when the temperature rises.
11 The average high in July was 92.

12 If this trend continues when my son turns seven he
13 probably that he will need to be stuck at home for 20
14 days or more because of high temperatures is very high.

15 This is just one personal and surely a very
16 privileged example of the danger of pollution and
17 climate change. People living in more vulnerable
18 communities face greater risks.

19 The EPA has a responsibility to make sure we all
20 live in healthy communities. The EPA must set the

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1 strongest possible federal clean car standards through
2 2026, avoiding loopholes and putting automakers on
3 track to meet ambitious pollution reduction goals.

4 Making sure regulations for our cars are the best
5 for all of us is recognized and manufacturers have a
6 responsibility for the effects of the engines they
7 produce and the air we all breathe.

8 Ultimately, if we don't protect the air we
9 breathe, how can we be truthful about protecting any
10 other thing? Present parents may agree with me when we
11 first hear our babies take their first breath and cry
12 with all their voices. It's magic.

13 It is time to think of a future when children will
14 give that first breath into worst quality air because
15 we were not bold enough. We need to recognize that not
16 moving forward to fight climate change is already
17 creating inequalities, health problems, and a strain on
18 the health system for all of us.

19 We need to do everything we can to ensure our
20 children can continue to play outside all summer and we

1 cannot address the climate crisis without moving
2 decisively to zero pollution vehicles. That is why I
3 urge the EPA to set the strongest possible pollution
4 standards for cars.

5 Thank you for your time.

6 MR. OLACHIW: Thank you for your son's comments,
7 also. We're going to record those as being in strong
8 support of our proposal. I think that's what we all
9 heard at the EPA. Thank you.

10 MS. THOMPSON: Thank you for your comment.

11 The next speakers on our list that I unfortunately
12 am not seeing on the attendee list are Dorothy Brandt
13 and Peter Brandt. If either of you are here but are
14 maybe listed under a different name, we would invite
15 you to raise your hand at this time and we will promote
16 you to panelist, and I can see that -- it looks like
17 Dorothy Brandt has raised their hand. So I will
18 promote you now and when you are ready, you may unmute
19 and state your name and affiliation for the record.

20 MS. BRANDT: Hi. I'm Dorothy Brandt.

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1 Thank you so much for listening to my testimony
2 today.

3 I'm a retired Catholic School Principal and a
4 Volunteer with Moms Clean Air Force. I live in
5 Washington, D.C.

6 I call on the EPA to strengthen clean car
7 standards. One of my daughters has asthma and I insist
8 that our government protect her and the health of all
9 Americans. No one should struggle to breathe due to
10 preventable car pollution.

11 My whole life experiences have shown me the need
12 for environmental regulation to protect our health. I
13 grew up in Los Angeles and lived with the worse air
14 quality. As a small child, we lived in East L.A. in
15 Compton in the polluted corner of the city. My nose
16 ran constantly as a reaction to the smog in our
17 neighborhood.

18 A survey of L.A. residents in 1956 found that half
19 of county residents wanted to leave L.A. because of
20 smog and people overwhelmingly felt that the smog was

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1 bad for their health.

2 In the mid '50s my family moved further out to a
3 beach area where we could all breathe a little better.
4 As a small kid, we had no car but were able to travel
5 across L.A. on the Red Line, an early rail transit
6 system. Even with fewer cars in L.A., we still had
7 terrible smog from industries and trucks.

8 As a college student in the 1960s, I had to drive
9 into downtown L.A. to use the Municipal Library. Smog
10 was so thick that it made driving unsafe. At this
11 point L.A. and the State of California were making
12 efforts to curb smog pollution but it was not enough to
13 protect our health.

14 As a teacher in the late 1960s I had students
15 whose families had to relocate to the ocean area to
16 help their child breathe. I began to have more
17 asthmatic students to watch out for in the classroom.

18 In 1969, my husband and I moved to Seattle,
19 Washington, where for the first time in my life at age
20 24 I could breathe easily.

[PAGE]

1 I tell you my story so you'll understand the
2 personal experiences of people living with poor quality
3 air. Do not forget this past. We all know pollution
4 from cars causes breathing problems. California's air
5 is so much better today than it was in the past because
6 the government recognized the auto emissions problem
7 and worked to improve clean air.

8 California is still leading the way to limit
9 dangerous auto emissions. Federal leadership is
10 needed. Please help us by minimizing dangerous
11 greenhouse gas emissions for passenger cars and light
12 trucks for the Model Years 2023 through 2026.

13 This is a necessary short-term first step in
14 addressing climate pollution from the transportation
15 sector. If we do, our future could be much brighter
16 with cleaner air to breathe and to my knowledge smog
17 pollution is getting worse in America.

18 This is because of climate change and auto
19 emissions. We are already experiencing rising
20 temperatures and more intense heat waves because of

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1 climate change. High heat creates the perfect
2 conditions for ozone to form.

3 As climate change continues to erode the progress
4 we've made on cleaning up air pollution, we need strong
5 standards to follow the science and protect our health.

6 Please hear my urgent plea to create the strongest
7 possible federal clean air standards to protect us as
8 Americans who are hit hard by climate change and
9 breathing polluted air.

10 As a mom, grandmother, teacher, and principal, I
11 highly recommend that the EPA work to strengthen these
12 standards to ensure that our most precious national
13 treasure, our children, are given the best air we can
14 give them. This is our responsibility. Our country's
15 future depends on it and as a Roman Catholic, my sense
16 of morality dictates it. I urge the EPA leadership to
17 fight to protect life and health for each American
18 child.

19 Thank you so much for listening to my testimony
20 today. It means a great deal to me.

[PAGE]

1 MS. THOMPSON: Thank you for your comment.

2 The next speaker will be Valencia Bednar. You may
3 now unmute and please state your name and affiliation
4 for the record.

5 MR. BEDNAR: Hi. My name is Valenzia Bednar, and
6 I am eight years old. I'm from Seattle, Washington. I
7 moved across the United States to Maryland.

8 I am wanting today to have a healthy climate and
9 not have pollution from cars. I am worried about
10 skiing because I really like to ski. Because we have a
11 lot of climate change, I may never be able to ski.

12 Also, climate change is a problem with Maryland in
13 the summer. It can be really hot. We can't play as
14 well when it's too hot. We have really strong rain
15 storms and climate change makes rain storms worse. It
16 rained hard seven days in a row recently. When it
17 rains like that, the pool closes and we can't play
18 outside.

19 We live close to busy roads and car pollution
20 isn't good for us. We are trying to do our part. We

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1 want to ride our bikes but cars make it harder. Cars
2 create a lot of pollution and are a big part of the
3 climate change problem.

4 We need EPA to help cars pollute less. I have
5 need cars to become cheaper so my family can get one.
6 Please tell President Biden hi for me.

7 Thank you.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Peter Brandt. Peter, you
10 may now unmute and please state your name and
11 affiliation for the record.

12 MR. BRANDT: Hi there. My name is Peter Brandt.

13 Thanks for the opportunity to speak today. I'm a
14 Volunteer with Moms Clean Air Force. I am from Tacoma,
15 Washington, currently a bit of a COVID nomad living in
16 British Columbia, Canada.

17 I'm a lawyer. I've taught law school classes on
18 animal law and I've written on the history of animal
19 law and environmental law in the United States, and
20 there's a lot of reasons I support EPA's proposal here.

[PAGE]

1 I'll try not to duplicate what other people have said,
2 but obviously I have to start with the fires.

3 I grew up here in the Northwest. I've seen dozens
4 of summers in the Northwest and I've seen them get
5 hotter. I've had to get used to seeing people walk the
6 streets of Portland Seattle in gas mask-like filters
7 because of wildfires.

8 As of earlier this week in British Columbia, there
9 are 246 active wildfires and 23 of these are wildfires
10 of note and this is an improvement over the last week.

11 So obviously global warming doesn't care about
12 national borders. I think we're all aware that the
13 same fires that are burning up here and destroying our
14 quality have also been devastating Washington, Oregon,
15 and, you know, destroying forests, destroying critical
16 habitat for endangered species, and for all wildlife,
17 and making life miserable for people.

18 So as a lawyer and a teacher, I've studied how
19 powerful industries tend to react whenever enhanced
20 public health and safety regulations are proposed.

[PAGE]

1 There's a lot to learn from that history.

2 The main lesson I take away from it is no matter
3 what the new protection might be, the sky is always
4 falling according to the regulated industry.

5 Many of the protective laws we take for granted
6 now were foretold by the meat industry as the death
7 knell for their entire enterprise.

8 The first U.S. animal welfare law had to do with
9 animals on trains and it just required after a little
10 over 24 hours you have to let those animals out so they
11 can drink and rest and have some food. This is the
12 late 19th Century/early 20th Century.

13 What did the railroad barons say? This was going
14 to crush them. They just could not survive this. I
15 think we are all pretty aware no one had more power and
16 resources in that time frame than the railroads.

17 What happened? They complied and the sky didn't
18 fall and the law was motivated to protect animals but
19 Congress made clear it understood the threat to human
20 health, like it is dangerous to eat the meat of an

1 animal that's extremely sick from transport.

2 The Humane Methods of Slaughter Act, the law that
3 says you can't kill a cow by hitting it in the head
4 with a sledgehammer. In 1950s, when the law was first
5 enacted, it only applied to sales to the U.S.
6 Government.

7 What did the industry say? Sky was falling. Even
8 the Secretary of USDA told Congress not to enact it.
9 Obviously the sky didn't fall. Things got better.
10 Things got safer.

11 So it's just easy for trade groups to paint every
12 new incremental protection as the death knell for their
13 industry but it's almost universally overblown. I grew
14 up with no airbags in cars. It was only required in
15 the late 1990s and that was after decades of auto
16 industry opposition and delay and that's fine. There's
17 people that get paid a lot of money in Washington,
18 D.C., to delay any new regulation.

19 But it's up to regulators to be very skeptical
20 when an industry is doing the Chicken Little routine

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1 about common sense protections for public health and
2 safety and like the 28-hour law that protected farm
3 animals in transportation, there are side benefits, and
4 I think EPA recognizes this itself.

5 It's going to save American drivers between a 120
6 to 250 billion in fuel costs to go through with the
7 proposed enhanced emissions standards for passenger
8 cars and light trucks.

9 So I'm very heartened that the agency is
10 considering this and I would urge you to not water
11 things down in response to industry opposition.

12 Thanks very much.

13 MS. THOMPSON: Thank you for your comment.

14 As a reminder, if you are speaking today, you will
15 receive a notification on your screen that you are
16 being promoted to the role of panelist shortly prior to
17 your speaking time. You must accept that invitation to
18 be able to unmute when you are called to testify. This
19 will also allow you to turn on your camera which we
20 encourage you to do.

[PAGE]

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2 their phones when called to testify.

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6 can promote you to the role of panelist. If you have
7 dialed in, you can raise your hand by dialing Star 9.

8 If you are having technical difficulties, please
9 send an e-mail to public_hearing@abtassoc.com or call
10 919-294-7712. If you are not registered to speak but
11 you would like to, please send an e-mail with your name
12 and phone number to public_hearing@abtassoc.com or call
13 919-294-7712.

14 The next speaker will be Nick Trombetta. As a
15 reminder, you will need to accept the invitation to
16 become a panelist and when you are ready, you may
17 unmute and state your name and affiliation for the
18 record.

19 MR. TRUMBETTA: Hello. Can you hear me?

20 MS. THOMPSON: We can.

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1 MR. TROMBETTA: Hello. I am Nick Trombetta with
2 the League of Conservation Voters.

3 I just wanted to thank you for having me speak and
4 I'll get going.

5 So as I said before, I'm a Field Organizer. I
6 wanted to voice my support for reinstating and
7 strengthening the clean car standards that were rolled
8 back by the Trump Administration.

9 President Biden has taken a strong stance on
10 climate with promises of 100 percent carbon-free
11 electricity industry by 2035, a major promise.

12 In light of the recent report from IPCC, it is
13 clear more than ever that climate change poses a
14 significant threat to human existence on earth and must
15 be addressed in the strongest way possible.

16 This means that the EPA must take a strong stance
17 on climate change, and clean cars standards is a great
18 way to start. This will send a message to the rest of
19 the world that America is ready to be a climate leader.

20 Furthermore, clean cars standards are a win for

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1 everyone, consumers, car manufacturers, and the
2 environment. It will allow customers to more easily
3 afford fuel efficient vehicles which are frequently
4 more expensive than gas-guzzling alternatives.

5 This will also spur greater innovation and guide
6 car manufacturers in the correct direction, making it
7 most profitable to invest in electric and hybrid
8 vehicles instead of archaic cars and SUVs with poor gas
9 mileage.

10 Essentially, we will be saving the car
11 manufacturers from themselves and promoting their best
12 interests down the line.

13 Cleaner car standards are a true win for all
14 parties. It will be a positive for long-term profits
15 of car manufacturers, a strong step towards addressing
16 climate change, importantly protect vulnerable
17 communities. This will be important in terms of
18 environmental justice of low-income and minority
19 communities who suffer the most from excess air
20 pollution who are generally positioned closest to

1 highways leading to increased rates of asthma and
2 respiratory disease.

3 This is an important issue in North Carolina,
4 particularly where I live in Chapel Hill. The
5 University of North Carolina where I went to school
6 operates a coal-powered plant right by Northside, a
7 predominantly African American community.

8 The other day, an activist was telling me about a
9 factory that operated near the HBCU she went to for
10 college and how the foul smell reached her every time
11 the wind blew in her direction.

12 Environmental racism is persistent in North
13 Carolina and clean cars standards can at the very least
14 serve as a step towards righting these historic wrongs.

15 In conclusion, strengthening clean car standards
16 are a win for all parties involved, not just the
17 environment and not just for consumers. It's clearly
18 in the best long-term interests of car manufacturers,
19 the planet, and vulnerable communities. It is past
20 time that the United States take a strong stance on

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1 climate change.

2 We must take the recent IPCC Report seriously and
3 enact the strongest possible regulation on car
4 emissions.

5 Thank you very much for your time.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Vinh Dang. You may now
8 unmute and please state your name and affiliation for
9 the record.

10 MR. DANG: Hi. I'd like to thank the EPA and all
11 hear for the opportunity to testify.

12 I want to thank the speakers before me as well as
13 the organizers for their amazing work to protect our
14 planet.

15 My name is Vinh Dang, and I'm here as a private
16 citizen who serves on the Board of Directors of Bridge
17 Beyond, a 501(c)(3) nonprofit organization that is
18 dedicated to bridging resources to and supporting those
19 experiencing homelessness.

20 On a daily basis, we support homeless people and

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1 meet with them to learn about their struggles and how
2 we can support them with our resources. The stories
3 that I've heard from those experiencing homelessness
4 are shocking which is why I'm here today to reshare
5 their stories since they cannot be here to do so.

6 Homeless individuals are on the front lines of
7 ongoing climate crisis and are repeatedly exposed to
8 toxic air pollution. The homeless community members
9 that we work with in Philadelphia have been diagnosed
10 with pollution-induced asthma from panhandling along
11 busy roads and intersections where toxic pollution is
12 spewing into their communities.

13 While they panhandle for hours outside, they're
14 slowly being killed from the vehicle pollutants from
15 vehicles owned by the very individuals they're trying
16 to earn a dollar or two from to feed themselves.

17 Temperatures in Pennsylvania have increased 1.8
18 degrees Fahrenheit in the last century and it's
19 projected to warm another 5.9 degrees by mid-century.
20 This rise in temperature and the growing persistence of

1 heat waves have also threatened the lives of our
2 homeless individuals in Philadelphia.

3 The homeless individuals that I've met with and
4 supported on the ground have mentioned how they're
5 suffering not just from pollution-induced respiratory
6 diseases but how rising temperatures have caused them
7 heat exhaustion, heat strokes, and immense fatigue to
8 the point of delirium.

9 We need to take strong action to help everyone in
10 this country, including the homeless, and I urge this
11 Administration and the EPA to set the strongest
12 standards possible, one that is stronger than the
13 original Obama clean car standards.

14 On behalf of Bridge Beyond, I thank you for the
15 opportunity to testify.

16 MS. THOMPSON: Thank you for your comment.

17 The next speaker will be Terry McQuire. As a
18 reminder, you will need to accept the invitation to
19 become a panelist for us to be able to hear you today.
20 When you are ready, please unmute and state your name

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1 and affiliation for the record.

2 MR. McQUIRE: Hello. My name is Terry McQuire. I
3 work for Earth Justice as a Clean Air Advocate, but I'm
4 speaking today in my personal capacity as a resident of
5 Old Southwest, a neighborhood in Roanoke, Virginia.

6 Old Southwest, like many neighborhoods in Roanoke
7 and other cities and communities across the country, is
8 directly adjacent to a major roadway, in our case
9 Interstate 581 which overlaps with Route 220. This
10 highway has been marked as a future corridor for
11 Interstate 73, a planned highway that would run through
12 Virginia, North Carolina, and West Virginia, and a
13 project that myself and many other neighbors are
14 vehemently opposed to.

15 My neighbors and I are opposed to construction of
16 Interstate 73 for the same reason that I urge you to
17 move as quickly as possible to finalize the strongest
18 possible cleaner car standards.

19 Our communities can't take any more air pollution
20 and we need EPA to act. Cleaner car standards that

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1 move us closer to zero emissions vehicles will have the
2 added benefit of reducing other dangerous air
3 pollutants.

4 My house is less than two blocks from Interstate
5 581. Studies make very clear that communities near
6 major roadways are exposed to higher levels of
7 dangerous air pollution. We know that this is true in
8 my house because every six months or so we have to wash
9 the front of the house off that's not covered by the
10 porch roof. A layer of black soot builds up on the
11 exterior of our home wherever the rain cannot reach it
12 to be washed away.

13 In more moderate months when we leave our windows
14 open to get fresh air and avoid having to run the air
15 conditioning, a layer of soot also develops on the
16 window sills. So I know that we're breathing that in.

17 As a clean air advocate, I know how dangerous soot
18 pollution is, especially for sensitive populations,
19 like children and seniors. Directly across the street
20 from my house is a small park, Argonne Circle, where

1 groups of children play whenever the weather permits.

2 I think about the pollution they are breathing and
3 wonder if this will result in avoidable sickness or
4 health harms.

5 Also across from the park is a senior
6 rehabilitation and hospice center. I also think about
7 those elderly residents and I wonder if our proximity
8 to Interstate 581 shortens what little time they may
9 have left with their loved ones.

10 I appreciate the work that you're doing and I'm
11 here today in my personal capacity as a resident of
12 this highway-adjacent neighborhood to ask that EPA as
13 quickly as possible move forward with cleaner car
14 standards that bring us closer to zero emission
15 vehicles that have zero greenhouse gas emissions as
16 well as other dangerous air pollutants that we know
17 harm our communities.

18 Thank you.

19 MS. THOMPSON: Thank you for your comment.

20 The next speaker will be Columba Sainz. You may

1 now unmute and please state your name and affiliation
2 for the record.

3 MS. SAINZ: Hi, hello. My name is Columba Sainz.
4 I'm the State Organizer with Moms Clean Air Force.

5 Can you hear me?

6 MS. THOMPSON: We can.

7 MS. SAINZ: Here in Arizona, we have more than
8 90,000 members who are speaking up for our right to
9 have clean air and a healthy climate. We are educating
10 ourselves about how air quality impacts our health of
11 our families and we are fighting pollution and air
12 quality together.

13 I'm here because after moving to a highly-polluted
14 area, my daughter starting wheezing at night after
15 moving to a house where we hoped to put down roots and
16 stay in a new home in South Phoenix.

17 My daughter never presented with respiratory
18 problems until we moved to this neighborhood. When we
19 took her to the doctor, the pediatrician prescribed her
20 asthma medicine and an inhaler and I couldn't stop to

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1 ask why. Two months spent in the park obviously made
2 an impact on my daughter's little lungs just for
3 spending just a couple hours at the park and I come
4 from a very athletic family.

5 I grew up with the mentality that exercising was
6 good for our body and our mind, especially when you
7 have the opportunity to do it outdoors and connect with
8 nature, and that is what I wanted for my family.

9 And this is why I support this Administration's
10 proposal. It is a step in the right direction to
11 address the climate emergency. Pollution from cars not
12 only causes climate change, it harms my family's health
13 and my community's. It threatens our health without
14 mentioning families with no insurance, undocumented
15 immigrants with no health access, low-wealth, and BIPOC
16 communities experience disproportionate harm from dirty
17 vehicle pollution, living through racial disparities in
18 rates of asthma and other respiratory illnesses.

19 President Biden has promised to address climate
20 change and fight for environmental justice and EPA

1 should finalize the strongest possible option and put
2 America's families and health first.

3 Thank you very much for the opportunity to speak.

4 MS. THOMPSON: Thank you for your comment.

5 The next speaker is Eduardo Sainz. We do not
6 currently have you listed among the list of attendees.
7 However, if you have joined using a different name, we
8 would ask that you raise your hand at this time. If
9 you called in, you can raise your hand by dialing Star
10 9 on your phone.

11 (No response.)

12 MS. THOMPSON: Okay. We will move to the next
13 speaker. The next speaker will be Alice Henderson.
14 Alice, you may unmute and please state your name and
15 affiliation for the record.

16 MS. HENDERSON: Hi. My name is Alice Henderson.
17 I'm speaking for the Environmental Defense Fund.

18 Thank you for the opportunity to testify today.

19 EDF supports EPA's proposal to strengthen the
20 clean car standards that were weakened by the previous

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1 Administration.

2 I'd like to focus my comments today on the urgency
3 in finalizing this rulemaking and in swiftly setting
4 standards beyond Model Year 2026 that will enable us to
5 achieve our longer-term climate goals and eliminate the
6 harmful air pollution from vehicles that
7 disproportionately impacts low-income communities and
8 communities of color.

9 We encourage EPA to finalize this rule promptly to
10 ensure that these more protective standards will apply
11 to Model Year 2023 vehicles, securing vital near-term
12 emissions reductions. EPA has reasonably determined
13 that these Model Year 2023 reductions are feasible.

14 In this month's proposal, EPA has indicated that a
15 future longer-term program for Model Year 2027 and
16 later will build upon these near-term standards and EPA
17 has recognized that the shift to zero emission
18 technologies that we're already seeing today presents
19 an opportunity for dramatic reductions both in
20 greenhouse and criteria pollutant emissions over the

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1 longer-term.

2 EDF shares this vision and we urge EPA to adopt
3 protective multi-pollutant emission standards to seize
4 this moment and put the country back on track to reach
5 50 percent sales of new zero-emitting passenger cars
6 and light trucks by 2030 consistent with President
7 Biden's Executive Order earlier this month and to put
8 the country firmly on the path to eliminating tailpipe
9 pollution from new passenger vehicles by 2035.

10 Standards at this level are consistent with major
11 automaker commitments to a zero emission future and to
12 the over \$100 billion that companies like Ford, GM, and
13 Stanlitis are investing to make that future a reality.

14 We need American leadership of the scope and
15 ambition that wlll ensure our domestic auto industry
16 and American autoworkers can be at the forefront of the
17 transition to zero-emitting vehicles and won't be left
18 behind.

19 Standards that eliminate tailpipe pollution from
20 new passenger cars and trucks by 2035 could reduce more

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1 than 11 billion tons of climate pollution by 2050,
2 prevent nearly 100,000 premature deaths, and save
3 consumers over \$5,000 over the life of a vehicle, all
4 while growing domestic well-paying jobs.

5 The powerful personal stories that stakeholders
6 have shared over the last two days have really thrown
7 into stark relief the climate and public health stakes.
8 We urge EPA to act swiftly in the race to prevent the
9 worst times of climate change and to bring some relief
10 to the frontline communities overburdened by vehicle
11 pollution.

12 Thank you.

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker is Madeline Oliver. Madeline, we
15 do not currently have you listed in the attendee list.
16 However, if you have joined using a different name, we
17 would ask that you raise your hand at this time.

18 (No response.)

19 MS. THOMPSON: The next speaker is Justin Mog. We
20 do not have you listed among the list of attendees at

[PAGE]

1 this time. However, if you have joined using a
2 different name, we would encourage you to raise your
3 hand at this time.

4 (No response.)

5 MS. THOMPSON: Okay. We will move on to the next
6 speaker.

7 The next speaker will be Marc Drehsen. Marc, you
8 should have the ability to unmute on your hone and when
9 you are ready, please state your name and affiliation
10 for the record.

11 (No response.)

12 MS. THOMPSON: As a reminder, you will need to
13 unmute on your phone in order for us to hear you.

14 (No response.)

15 MS. THOMPSON: It seems that there may be some
16 technical difficulties. I would encourage you to reach
17 out to public_hearing@abtassoc.com or call 919-294-
18 7712.

19 We will move on to the next speaker. However, I
20 will circle back to see if we can get you unmuted so

[PAGE]

1 you can give your testimony.

2 The next speaker will be Michael Pete;;e.

3 Michael, when you are ready, you are welcome to unmute
4 and please state your name and affiliation for the
5 record.

6 MR. PETELLE: I am Michael Petelle, a retired
7 teacher from Marietta, Georgia, and Member of the Union
8 of Concerned Scientists.

9 Thank you for giving us the opportunity to speak.

10 I live in a state that has not chosen to enact
11 tougher standards than the federal standards and is
12 unlikely to do so in the near future. Therefore, it is
13 important to me that the federal standards are as
14 stringent as possible.

15 I'm glad to see that you have chosen to undo the
16 Trump Administration's rollback of the clean car
17 standards for vehicles made from 2021 to 2026.

18 However, given the scale of the climate crisis,
19 the new standards should be much stronger. They should
20 be at least as strong as the standards that were

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1 finalized under President Obama.

2 Unfortunately, the proposed standards are full of
3 loopholes that will allow automakers to not make the
4 most efficient cars they can and will also slow the
5 transition to electric vehicles.

6 I strongly urge you to adopt the most stringent
7 alternative put forward in the rule and reduce the
8 flexibilities that are given to the automakers to
9 ensure that they make and market more electric vehicles
10 and gasoline-powered vehicles that are much more
11 efficient.

12 I have been driving efficient hybrids for 20 years
13 now and I know firsthand that the auto industry can
14 make clean, efficient cars. They have had many years
15 of experience to make them even better.

16 I bought a new 2001 Prius and owned it until 2016
17 when I gave it to a niece, replacing it with a Chevy
18 Volt. My wife bought a new Prius in 2005. All three
19 cars have been very efficient, clean, quiet, reliable,
20 and amazingly peppy.

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1 Unfortunately, because my wife owns and trailers
2 horses, we also own a pickup truck that gets horrible
3 gas mileage and is loud and smelly. So while
4 automakers can make clean efficient vehicles, they
5 often do not do so.

6 The automakers need the incentives to continue
7 making and improving upon hybrids, plug-in hybrids, and
8 all-electric vehicles. They need to be steered in the
9 direction of replacing their highly-inefficient
10 vehicles with cleaner, more efficient vehicles.

11 Strong emissions standards provide an incentive
12 for them to do a better job.

13 Finally, note that these meetings are being held
14 virtually because we are in the midst of a pandemic.
15 One thing we have learned is that air pollution is
16 known to exacerbate the effects of COVID. Clearly now
17 is the time to make our air quality better through
18 stronger emissions standards for vehicles.

19 Please choose to enact the most stringent
20 standards possible.

1 Thank you.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Robin Hankins. You may
4 now unmute and please state your name and affiliation
5 for the record.

6 MS. HANKINS: Hello. Thank you.

7 My name is Robin Hankins. I'm an engineering
8 geologist and a member of the Union of Concerned
9 Scientists and I'm currently employed by the California
10 State Water Resources Control Board, but I'm here today
11 as a private citizen expressing my personal concerns.

12 Let me start by saying that I'm very, very
13 heartened to see that this Administration is
14 considering to revise the previous rollback of the
15 vehicle standards for cars and light trucks made in
16 2023 onward. Given the alarming scale of the climate
17 crisis, the previous standards just aren't enough.

18 We're currently experiencing a record number of
19 climate-induced natural disasters across the U.S.
20 Wildfires, hurricanes, flooding, drought, snowstorms in

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1 many places that had never experienced them before.

2 The costs of such disasters are astronomical. To
3 paraphrase a recent report by NOAA, during the first
4 half of 2021 alone, there have been eight separate
5 billion dollar climate disaster events across the U.S.
6 Last year, there were 22. If we do nothing about this
7 crisis now, it will only get worse.

8 Greenhouse gas emissions standards are directly
9 tied to the severity of the climate crisis. Lowering
10 our emissions is vital to getting climate change under
11 control and preventing these disasters. Therefore,
12 these standards should be at least as stringent as
13 those that were finalized under the Obama-era
14 Administration, if not more.

15 Unfortunately, as my colleague pointed out, the
16 current proposal seems to be full of loopholes that
17 will allow automakers to avoid making more efficient
18 cars and slow the critical transition to electric
19 vehicles.

20 We don't have time for a slow comfortable

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1 transition from gas to electric. The Intergovernmental
2 Panel on Climate Change Report shows that without
3 extreme cuts to global emissions, the earth could warm
4 by as much as four degrees Celsius within the next two
5 decades. This is happening now.

6 Within my short lifetime, I have personally
7 witnessed the increase in temperature, increase in
8 unpredictability and severity of weather, the
9 destruction of farmland due to drought, and more.

10 I am here today because if nothing drastic is done
11 to halt climate change and done quickly, I'm afraid
12 that I will never be able to buy a home that is safe
13 from fire or flooding. I could lose access to clean
14 drinking water, that I won't have food security, that
15 damaged infrastructure could strand me without
16 electricity for weeks or months.

17 I could lose everything. So many people have
18 already lost everything. The climate crisis is not a
19 problem for the future. It is a problem now and we
20 must take action now to stop it before its effects are

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1 irreversible. We simply do not have the luxury of
2 time.

3 So I strongly, strongly urge you to adopt the more
4 stringent alternative put forward in the revised rule,
5 implement the full 10 percent stringency or greater on
6 emissions, and reduce the flexibilities given to
7 automakers to ensure that they produce and market the
8 most efficient gasoline-powered vehicles possible or
9 switch to electric entirely. My future, our future is
10 at stake here.

11 Thank you for giving me the chance to testify
12 today.

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker is Paul Ames. Paul, we do not
15 currently see you listed among the attendees. However,
16 if you have joined using a different name, we would ask
17 that you raise your hand at this time and if you have
18 called in, you may raise your hand by dialing Star 9 on
19 your phone.

20 (No response.)

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1 MS. THOMPSON: Okay. We will move on to the next
2 speaker.

3 The next speaker is Stephanie Beitzel Snow. You
4 may now unmute and please state your name and
5 affiliation for the record.

6 MS. SNOW: Hello. Can everyone hear me?

7 MS. THOMPSON: Yes.

8 MS. SNOW: Good afternoon. My name is Stephanie
9 Beitzel Snow from the Wiscauke Settlement in Central
10 Iowa.

11 I'm of mixed tribal heritage. I'm an (Indian
12 tribes,) I'm an enrolled member of the Hotu Nation.
13 I'm a cultural consultant active in food sovereignty.
14 I'm a school educator, a trained anthropologist, a
15 poet, a musician, and, most importantly, I'm a mother
16 of two teen-aged children.

17 I'm here to speak as a business woman and also as
18 a member of EcoMadres. EcoMadres is a program of Moms
19 Clean Air Force focused specifically on how Latino and
20 Native communities are affected by air pollution and

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1 climate change because our communities tend to face
2 more environmental justice challenges than the average
3 person in the United States.

4 About a year ago -- excuse me. I thought they
5 were going to do some maintenance today.

6 So about a year ago, my tribe's natural landscape
7 was devastated by the Dureches storm that occurred
8 nationwide. It flattened our ancestral cornfields and
9 we had to rush to carry out an emergency harvest of
10 what we could.

11 We are a contemporary community, but our
12 Indigenous traditions are of fundamental importance to
13 us for many reasons. Having our ancestral corn
14 flattened and losing so many trees to an uncommonly
15 strong storm was really traumatic.

16 The climate crisis has brought the need for
17 Indigenous resilience into sharp focus. Without
18 immediate action to address the root causes of climate
19 change, carbon pollution from burning fossil fuels, our
20 communities are facing increasingly frequent and severe

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1 weather events causing the kind of destruction, death,
2 and damage that swept across our lands last year.

3 My memories of childhood include seeing my great
4 grandmother bent over in one of her three large garden
5 plots coaxing vegetables and our precious corn with
6 care from this land that is Iowa.

7 Years ago, she would dig her lotus root in lakes
8 and ponds for food and she used as medicine. She
9 gathered foods and medicines to feed and cure her
10 family and community. She passed these ways on to me
11 and I in turn have raised my children in the same way.

12 Climate change has been making it more and more
13 difficult to find the plants we need for our way of
14 life. Transportation sector is the largest source of
15 carbon pollution in the United States and cleaning up
16 vehicle pollution is one of the most important things
17 that we can do to fight climate change.

18 Thank you for the chance to testify before this
19 panel on the Revised 2023 Later Model Year Light-Duty
20 Vehicle Greenhouse Gas Emissions Standards and I plead

1 with you to finalize the strongest possible national
2 vehicle greenhouse gas emission standards for passenger
3 cars and light trucks.

4 Thank you very much.

5 MS. THOMPSON: Thank you for your testimony.

6 The next speaker will be Marc Drehsen. Marc, you
7 should be able to unmute on your phone at this time.

8 MR. DREHSEN: Hello.

9 MS. THOMPSON: Hi.

10 MR. DREHSEN: Hi. This is Marc Drehsen. Can you
11 hear me?

12 MS. THOMPSON: We can hear you and you are welcome
13 to begin your comment at any time.

14 MR. DREHSEN: Thank you.

15 I'm speaking as a member of the Union of Concerned
16 Scientists.

17 Gas mileage of new vehicles haven't really
18 improved in at least 25 years. For example, my new
19 Honda CRV gets virtually the same mileage as my 1995
20 Subaru Legacy did when it was new. The problem is

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1 vehicles keep getting bigger, especially pickup trucks,
2 and they're getting heavier with all the safety
3 equipment and electronics. In fact, you can't even
4 find a small pickup truck these days.

5 We really need to limit the weight on vehicles if
6 we're going to make a difference.

7 EPA must set the strongest possible federal clean
8 air standards to ensure we are protecting families from
9 vehicle pollution, we're saving drivers money at the
10 pump, and we're fighting climate change.

11 This means restoring standards to at least the
12 level set during the Obama/Biden Administration and
13 ideally even stronger than the Obama-era standards.
14 I don't see any reason why we can't do this.

15 Thank you very much.

16 MS. THOMPSON: Thank you for your comment.

17 As a reminder, if you are speaking today, you will
18 receive a notification on your screen that you are
19 being promoted to the role of panelist shortly prior to
20 your speaking time. You must accept that invitation to

1 be able to unmute when you are called to testify. This
2 will also allow you to turn on your camera which we
3 encourage you to do.

4 Speakers connected by telephone should unmute
5 their phones when called to testify.

6 If you have joined using a name other than what is
7 listed on the speaker list or have dialed in, we ask
8 that you please raise your hand when called on so we
9 can promote you to the role of panelist. If you have
10 dialed in, you can raise your hand by dialing Star 9.

11 If you are having technical difficulties, please
12 send an e-mail to public_hearing@abtassoc.com or call
13 919-294-7712. If you are not registered to speak but
14 you would like to, please send an e-mail with your name
15 and phone number to public_hearing@abtassoc.com or call
16 919-294-7712.

17 At this time, we will be moving on to speakers
18 from the next block who are currently available.

19 Speaker Block 5

20 MS. THOMPSON: The first speaker will be Philip

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1 Cuny. Philip, I will be promoting you to panelist now
2 and when you are ready, you may unmute and please state
3 your name and affiliation for the record.

4 MR. CUNY: Hello. Can you hear me?

5 MS. THOMPSON: We can hear you.

6 MR. CUNY: Okay. Can you see me?

7 MS. THOMPSON: We cannot see you yet. You will
8 need to hit the Start Video button on the lower left-
9 hand side of your screen to turn on video.

10 MR. CUNY: Okay. Okay. Can you see me now?

11 MS. THOMPSON: We can.

12 MR. CUNY: Okay. I'm sorry.

13 Good afternoon. My name is Philip Cuny. I live
14 in Dallas, Texas. I'm retired and I am speaking as a
15 private citizen.

16 Recently, the United Nations Climate Report was
17 released and our future does not look good. I'm not so
18 worried about my own future but I have children and
19 grandchildren and I'm scared to death for them.

20 The main take-away from the Climate Report is that

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1 governments all over the world need to act now. the
2 problem with this is that there are a lot of things
3 that we cannot do now. We can't stop China from
4 building coal-fired power plants. We haven't perfected
5 a way to manufacture concrete and steel without
6 producing CO2, as well, and this accounts for over
7 eight percent of the CO2 currently produced worldwide,
8 and with the passage of the infrastructure bill, we're
9 going to be making a whole lot more steel and concrete.

10 We don't have electric 18-wheelers. We don't have
11 electric tractors for farming and God only knows how
12 we're going to reform the livestock industry.

13 One thing we can do right now, though, is raise
14 these mileage standards and emission standards for cars
15 and light trucks. This is probably not going to be
16 very popular in Texas where it seems everybody drives a
17 truck, but it is the right thing to do.

18 For years, SUVs have been allowed to dodge the
19 mileage standards because they are classified as light
20 trucks which is really ridiculous. They are designed to

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1 carry passengers. They really are passenger vehicles
2 and now many trucks have four doors and they are used
3 more as passenger vehicles than trucks.

4 If we're not going to redesignate these vehicles
5 as passenger vehicles, we need to at least raise the
6 standards.

7 I'm not going to try to list all the benefits of
8 raising the standards. You've heard plenty about that.
9 It affects our public health and national parks,
10 etcetera, etcetera.

11 What I want to impress upon you is that we need to
12 act now. I read yesterday that the scientists believe
13 that the Atlantic current is on the verge of collapse.
14 This will have catastrophic effects on the climate of
15 England and Europe, not to mention our own fishing
16 industry.

17 It's beginning to rain on the Greenland ice
18 sheets. This is something that was once impossible.
19 We must act now.

20 Once again, raising mileage standards and cleaning

1 up vehicle emissions is one of the few things that we
2 can do now. I urge you to raise these standards as
3 high as feasibly possible to make our transportation
4 system the most efficient in the world. Let's lead by
5 example. We need to do this for our children and our
6 grandchildren.

7 Thank you.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be from an earlier block.
10 Jackie Garcia Mann. Jackie, you will need to accept
11 the invitation to be promoted to panelist in order for
12 us to hear you today. You should at this time have the
13 ability to unmute or it looks like you're rejoining us
14 a panelist. Fantastic.

15 When you are ready, feel free to unmute and please
16 state your name and affiliation for the record.

17 MS. GARCIA: Hi. This is Jackie Garcia. Can you
18 hear me?

19 MS. THOMPSON: We can.

20 MS. GARCIA: Yeah. Hi. I am calling on behalf of

[PAGE]

1 350 Bay Area, and like everyone else who has spoken
2 with such great eloquence about what must be done in
3 the climate crisis, I want to say that, you know,
4 there's nothing else I can personally do in my life to
5 cut out carbon. I'm doing everything I can with
6 electric cars and solar panels and induction stoves,
7 but the people at the EPA making these decisions, they
8 have that power, and I urge you to be a climate super-
9 hero.

10 You are representing people who are so afraid for
11 their future and their children's future and all the
12 displacement and harm that will be done to humanity and
13 to the ecosystems and the crisis in biodiversity.

14 So please show your bravery. We need things even
15 stricter than these proposed regulations. We need to
16 move fast and people are ready to cooperate. People
17 are ready to help. Don't listen to the industry
18 people. You know, these are corporations who will
19 never change and corporations have no conscience. They
20 are just in it for the profit. So please step up and

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1 be a climate super-hero.

2 I want to say that personally my mother is a
3 Holocaust survivor. She came here after the War when
4 she was 11. Her little sister starved to death in a
5 displaced person's camp in Siberia. My mother would
6 not have survived if people didn't take action and join
7 the War.

8 So I'm asking you today to join the war and to
9 look out for future generations.

10 Thank you very much.

11 MS. THOMPSON: Thank you for your comment.

12 The next speaker will be Karen Melton. As a
13 reminder, you will need to accept the invitation to
14 become a panelist in order for us to hear you today.
15 Karen, I just gave you the ability to unmute. If you
16 would like to make your testimony, just a note that you
17 will not be able to be on camera.

18 When you are ready, feel free to unmute and state
19 your name and affiliation for the record.

20 MR. WILLIAMS: Thank you.

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1 I am Emerson Williams. I'm testifying before you
2 today on behalf of my son, his future children, and for
3 nature herself.

4 I'm a father, former Marine, environmental policy
5 entrepreneur, and ally and proud member of the LGBTQ+
6 community. I acknowledge the lands I occupy belong to
7 the sovereign nations of Sioux, Ute, Cheyenne, and
8 Arapahoe Indigenous People.

9 First, I appreciate EPA's diligence in trying to
10 get us back on track with these standards. However,
11 the plain truth is this. The proposed rule before us
12 today is not only not new, it is wholly inadequate.

13 This refreshed rule originates from Executive
14 Order 14037 which states in part America must lead the
15 world on clean and efficient cars and trucks by setting
16 a goal that 50 percent of all new passenger cars and
17 light trucks sold in 2030 be zero emission vehicles.

18 This proposed rule, even if the second alternative
19 were implemented, falls terribly short of this order.
20 In fact, with the second alternative implemented, the

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1 allowed combined cars and trucks grams CO2 per mile by
2 2026 is 161. This means we are yet again passing the
3 buck to the next EPA, next Administration, etcetera,
4 and it is a huge burden to pass on.

5 To reach the goals expressed in the Executive
6 Order, this future they will need to implement
7 standards to remove 161 grams CO2 per mile in only four
8 years, nearly triple the reductions in this proposal.

9 Further, these standards are still decades behind
10 the rest of the developed world. In 2009, the EU
11 implemented standards to reduce their emissions to 153
12 grams CO2 per mile by 2020. They have since updated
13 these goals and far surpassed our efforts.

14 China likewise enacted the Euro 4 standards in
15 2010 which includes very strict standards for CO2 as
16 well as other pollutants. Both regions also have
17 strict enforcement mechanisms which this proposed rule
18 is decidedly lacking.

19 I understand my statement today may come across as
20 accusatory and unsympathetic to the work done to bring

1 us here. I assure you that is not my intent. Rather,
2 I am very upset by the extraordinary lack of leadership
3 and urgency I continue to see around environmental
4 issues.

5 We simply do not have the luxury of slowly ramping
6 up standards or relying on the supposed promises of the
7 capitalist market that caused this impending global
8 disaster.

9 In conclusion, I recommend EPA go back and write a
10 new rule, a rule that sets zero emissions standards to
11 be met no later than 2030, a rule with strong
12 enforcement mechanisms.

13 While you consider this, please do not consider
14 political feasibility or if it's too hard. Rather,
15 consider how hard you want future generations to
16 struggle for a breath of clean air, a drink of clean
17 water and clean soil to grow food.

18 We are able to choose now how the future will
19 judge us. Please, choose carefully.

20 Thank you.

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1 MS. THOMPSON: Thank you for your comment.

2 The next speaker will be Karen Melton. Karen, if
3 you are able, I invite you to join as a panelist.
4 Otherwise, you should be able to unmute and whenever
5 you are ready, you may unmute and please state your
6 name and affiliation for the record.

7 MS. MELTON: Thank you for the opportunity to
8 testify.

9 My name is Karen Melton, and I am here today as a
10 private citizen who cares about leaving a viable
11 climate and clean air for future generations.

12 I do appreciate that this Administration is acting
13 to re-implement clean car standards but ask the EPA to
14 create the strongest possible limits on vehicle
15 pollution. These limits had already gone through the
16 technical review process. They will ensure the
17 greatest reductions in oil use and global warming
18 emissions.

19 And to those manufacturers who turned their backs
20 on efficiency commitments that were made in exchange

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1 for having their industry bailed out by taxpayers, I
2 will not forget who you are and I will certainly never
3 buy one of your vehicles.

4 Here in Philadelphia, we have air quality that is
5 graded F by the American Lung Association and is the
6 worst in our many environmental justice neighborhoods.
7 Those neighborhoods have double the national rate of
8 childhood asthma and the highest rates of trips to the
9 emergency room by children having acute asthma attacks.

10 With transportation as the largest source of
11 carbon emissions in the U.S., it's critical that we
12 both make our gasoline-powered trucks and cars more
13 efficient and that we shift rapidly to electric
14 vehicles if we are to achieve a hundred percent zero
15 emission vehicle sales by 2035 and net zero greenhouse
16 gas emissions economy by 2050.

17 The impacts of climate change we see all around
18 the world today should tell you that we are way past
19 the point where we can be creating loopholes and credit
20 schemes to benefit automakers who are looking for ways

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1 to stall on efficiency improvements.

2 Alternative Number 2 is the better proposal in
3 this regard.

4 Once again, I urge this Administration to set the
5 strongest standards to make cars and light-duty trucks
6 more efficient by going back to at least the Obama
7 standards.

8 Thank you.

9 MS. THOMPSON: Thank you for your comment.

10 The next speaker will be Mary Mathews. You may
11 now unmute and please state your name and affiliation
12 for the record.

13 MS. MATHEWS: Good afternoon. I am Mary Mathews,
14 speaking on behalf of the League of Women Voters of
15 Lake County, Illinois.

16 I'm addressing the Proposed Revised 2023 and Later
17 Model Year Light-Duty Vehicle Greenhouse Gas Emissions
18 Standards.

19 The stated purpose is to make the greenhouse gas
20 emission standards more stringent, thereby

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1 significantly reducing emissions.

2 The proposed rule also will provide incentives for
3 manufacturing more hybrid and electric vehicles. These
4 changes should result in substantial public health
5 benefits.

6 The League of Women Voters supports the maximum
7 protection of public health and the environment. To
8 that end, the League has supported federal air
9 pollution controls for fuels and vehicles since 1971.

10 We called for full implementation of the Clean Air
11 Act of 1970 and for strengthening amendments. The
12 League consistently has opposed extensions of deadlines
13 for meeting ambient air quality standards and auto
14 emission standards.

15 The League believes greenhouse gas emissions cause
16 not only air pollution but also contribute to the
17 climate crisis. Climate change is a serious threat as
18 proven in the Intergovernmental Panel on Climate Change
19 Report.

20 The League of Women Voters realizes that pollution

1 control is not enough. Pollution prevention is
2 required. Accordingly, the League has called for
3 legislation to cut greenhouse gases, increase energy
4 efficiency, and shift to renewable energy.

5 The League opposed efforts by the Trump
6 Administration to roll back the clean car standards and
7 to withdraw from the 2015 Paris Climate Agreement.

8 As transportation is the largest source of carbon
9 emissions, restricting the emission of heat-trapping
10 gases will help mitigate climate change and combat
11 deadly air pollution.

12 Air pollution caused by emissions has been proven
13 to increase the risk of heart disease, lung cancer, and
14 asthma. The requirement for transition to zero
15 emission cars within a short time frame will greatly
16 improve public health.

17 So far this summer, Lake County has suffered nine
18 orange unhealthy for sensitive groups air quality days
19 due to ozone. The asthma rate in Waukegan, the largest
20 city in Lake County, is much higher than average.

1 Waukegan is an environmental justice community which
2 experiences disproportionate harm from climate change.

3 The previous Administration's rollback of clean
4 car rules curtailed progress in improving air quality
5 and moderating climate change. To make up for lost
6 time for Waukegan and for all of our communities, the
7 League of Women Voters of Lake County calls for
8 standards that are at a minimum as strong as those
9 finalized in 2012 and without any loopholes and give-
10 aways to automakers. Stricter fuel efficiency
11 standards coupled with greenhouse gas reductions
12 standards, and enforceable requirements are needed.

13 Reducing carbon pollution and fighting climate
14 change must be a top priority for the EPA. The League
15 of Women Voters of Lake County requests the clean car
16 standards be the strongest possible and effective as
17 soon as possible to protect public health and combat
18 the climate crisis.

19 Let's move to zero emissions before it is too
20 late.

1 Thank you for your time.

2 MS. THOMPSON: Thank you for your comment.

3 At this time, we will begin a brief recess. EPA,
4 when would you like to reconvene?

5 MR. OLACHIW: Thank you, Kayla.

6 So it is now a little past a quarter to the top of
7 the hour. I would like to recess until 15 minutes
8 after the hour, so about a half hour break. So on the
9 East Coast that is a break until 3:15 p.m., and we will
10 reconvene then for the remainder of the testifiers.

11 So I want to take this opportunity to thank
12 everyone that spoke this afternoon. We very much
13 appreciate your comments, and we look forward to
14 hearing from the final batch of testifiers. So the
15 break will commence now until 3:15.

16 Thank you so much.

17 (Recess.)

18 MS. MROZ: All right. It looks like everybody's
19 back. So, Kayla, you can go ahead and proceed.

20 MS. THOMPSON: Thank you. This is Kayla Thompson

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1 from Abt Associates, EPA's contractor. It is currently
2 3:15 p.m. Eastern Time, and we are now rejoining EPA's
3 public hearing, Revised 2023 and Later Model Year
4 Light-Duty Vehicle Greenhouse Gas Emissions Standards
5 Proposal.

6 As a reminder, if you are speaking today, you will
7 receive a notification on your screen that you are
8 promoted to the role of panelist shortly prior to your
9 speaking time. You must accept that invitation to be
10 able to unmute when you are called to testify. This
11 will also allow you to turn on your camera, which we
12 encourage you to do. Speakers connected by telephone
13 should unmute their phones when called to testify.

14 If you have joined using a name other than what is
15 listed on the speaker list or have dialed in, we ask
16 that you please raise your hand when called on so we
17 can promote you to the role of panelist. If you have
18 called in, you can raise your hand by dialing Star 9.
19 If you are having any technical difficulties, please
20 send an email to public_hearing@abtassoc.com or call

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1 919-294-7712. If you are not registered to speak but
2 you would like to, please send an email to
3 public_hearing@abtassoc.com, or call 919-294-7712.

4 The expected speaking order is displayed on the
5 screen. I will be introducing each speaker in turn.
6 The next speaker will be William Davies. EPA, are you
7 ready to proceed?

8 MR. OLECHIW: Thank you, Kayla. Yes, we are ready
9 to proceed. And while this is the -- intended to be
10 the sort of last block of speakers, we encourage anyone
11 that would still like to speak to please use the
12 information shown on this slide to contact Abt and sign
13 up. And, of course, we will stay here for as long as
14 people are willing to testify. And so, with that, we
15 should proceed. Thank you so much.

16 MS. THOMPSON: Thank you. It appears that William
17 is not yet listed as an attendee on our attendee list.

18 However, William, if you have joined using a different
19 name today, we ask at this time that you raise your
20 right hand, and that if you have dialed in, you can do

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1 so by dialing Star 9 on your phone.

2 (No response.)

3 MS. THOMPSON: We'll go ahead and move on to the
4 next speaker. The next speaker on our list is Suzanne
5 Llewellyn. Similarly, we do not have you listed as an
6 attendee. However, we invite you to raise your hand at
7 this time if you are listed under a different name.

8 (No response.)

9 MS. THOMPSON: Moving a little further down the
10 list, there are a couple of other speakers who are
11 listed to speak but are not currently listed as
12 attendees. They are Connie King and Robin "Gil-oh" or
13 "Gill-oh." If you are here but you're listed under a
14 different name, we invite you to raise your hand at
15 this time. As a reminder, if you've dialed in, you can
16 do so by dialing Star 9 on your phone.

17 (No response.)

18 MS. THOMPSON: Okay. The next speaker on our list
19 is James Noyes. You may now unmute, and please state
20 your name and affiliation for the record.

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1 MR. NOYES: Hi. This is James Noyes. I typically
2 go by the name Graham Noyes, and I represent Pearson
3 Fuels and also am the executive director of the Low
4 Carbon Fuels Coalition. And the comment that I'd like
5 to provide here, Pearson's been very active throughout
6 the process, the various iterations of the rule here in
7 commenting, and is the largest E85 supplier in
8 California. And I want to just provide the input to
9 the agency that there are tremendous opportunities with
10 flex fuel vehicles, with high-blend ethanol E85, with
11 mid-level ethanol blends, and with other biofuels to
12 provide greenhouse gas reductions that aren't currently
13 integrated into the greenhouse gas proposed rule and
14 are, frankly, carbon reductions left on the table.

15 Within California, we've seen over 75 million
16 metric tons of greenhouse gas reduction from the use of
17 various low-carbon fuels and electricity over the last
18 10 years of the Low-Carbon Fuel Standard Program, and
19 85 percent of those reductions have been bio-based
20 fuels, so we would very much encourage the agency to

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1 consider the value of these fuels. They can be
2 utilized in existing internal combustion engines.
3 There's obviously a very strong drive to move toward
4 electrification, but as everyone is aware, there are
5 very significant technology and cost barriers there,
6 and there's also the very long life of internal
7 combustion engines that are on the road.

8 We've seen in California very aggressive programs
9 to electrify the state that are having effect, but,
10 frankly, they're having effect slowly with still the
11 large dominance of the internal combustion engine.
12 And, therefore, we think California provides an
13 indication that the agency should take very seriously
14 of how important decarbonizing the internal combustion
15 side of the picture is, and also realizing that, to the
16 extent that there's not the encouragement of flex-fuel
17 vehicles, or mid-level ethanol blends, or other
18 biofuels and technologies, then the default is to
19 fossil fuel with the increased criteria pollutant
20 emissions and the increased greenhouse gases from those

1 fuels. Thank you for the time to participate in this
2 proceeding.

3 MS. THOMPSON: Thank you for your comment. The
4 next speaker is Diana Gersten. Diana, we do not
5 currently see you listed among the attendees. However,
6 if you have joined using a different name, we ask that
7 you raise your hand at this time. And as a reminder,
8 you can raise your hand if you have dialed in by
9 dialing Star 9 on your phone.

10 (No response.)

11 MS. THOMPSON: We will move on to the next
12 speaker. The next speaker is Langston Verdin. You may
13 now unmute, and please state your name and affiliation
14 for the record.

15 MR. VERDIN: Hello, everyone. My name is Langston
16 Verdin, and even though it says I'm representing
17 Children's Health Alliance of Wisconsin where I work,
18 I'm actually here as a private citizen today and as a
19 member of the Wisconsin Asthma Coalition. I live in
20 Milwaukee, Wisconsin as well.

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1 First off, I'd like to thank you all for this
2 opportunity to speak with you today about this
3 important topic. I'd also like to thank President
4 Biden and his Administration for acknowledging the
5 importance of tackling climate change and pollution
6 from transportation. In Wisconsin, over half a million
7 children and adults have asthma. It's the most common
8 chronic condition among children and the leading cause
9 of school absenteeism. In fact, each year, 1 in 2 kids
10 with asthma will miss at least one day of school
11 because of their asthma, and 1 in 4 adults will miss at
12 least one day at work. Worst yet, the Wisconsin
13 Department of Health Services finds that one person
14 dies every day because of their asthma. Because of
15 this, over the last two years, I've worked on a project
16 called Project Breathe SMAART, or Safely Monitoring Air
17 Around Town. This project started because when I was
18 analyzing asthma data from the Department of Health
19 Services, I found that asthma-related health care
20 utilization wasn't equally distributed across

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1 Milwaukee. Instead, it's heavily concentrated among
2 high-traffic corridors in the city's black and Latinx
3 communities.

4 The transportation sector is the largest source of
5 greenhouse gas emissions in the state -- in the United
6 States. Gasoline and diesel-powered cars, SUV, and
7 pickup trucks pollute the air we breathe and drive
8 climate change. This proposal and the broader action
9 on clean cars from the Administration are a meaningful
10 step in the right direction, but we need the strongest
11 possible clean car standards to truly make good on
12 President Biden's commitments to address climate action
13 and environmental justice. As a parent of a 12-year-
14 old with asthma, I urge the EPA and the Administration
15 to finalize this proposal quickly and move forward with
16 bold greenhouse gas and fuel efficiency standards for
17 cars, light trucks, and SUVs that accelerate the
18 critical transition to zero emission vehicles.

19 Thank you all for your time and allowing me to
20 share with you today.

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1 MS. THOMPSON: Thank you for your comment. The
2 next speaker is Victoria Gillet. We do not currently
3 have you listed among the list of attendees. However,
4 if you have joined under a different name, we invite
5 you to raise your hand at this time. And then as a
6 reminder, you can raise your hand if you have dialed in
7 by dialing Star 9 on your phone.

8 (No response.)

9 MS. THOMPSON: Okay. We will move on to our next
10 speaker. The next speaker is Claire Richards. Claire,
11 when you are ready, please unmute and state your name
12 and affiliation for the record.

13 MS. RICHARDS: Thank you for the invitation to
14 speak today on the EPA ruling on light-duty vehicle
15 emissions. My name is Claire Richards, and I'm a
16 nursing professor and member of the Alliance of Nurses
17 for Healthy Environments. Part of my work focuses on
18 how we respond to emerging public health crises, such
19 as the power outages that occur during extreme heat and
20 wildfire smoke events, all of which are on the rise due

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1 to the climate crisis. I'm here to urge you to set the
2 strictest possible clean car standards.

3 As others have noted, the IPCC report states
4 clearly that we have already baked in enough carbon
5 emissions to warm our planet one-and-a-half degrees
6 Celsius. These emissions are permanent, irreversible,
7 and dangerous, and additional greenhouse gas emissions
8 will only worsen the situation. My family and I have
9 all been personally impacted by climate change. My
10 sister-in-law's community of Mexico Beach, Florida was
11 leveled by the rapidly-intensifying Hurricane Michael
12 in 2018. The pile of broken homes turned into a
13 massive landfill. This summer, my husband, son, and I
14 escaped the extreme heat and wildfire smoke of Eastern
15 Washington to sleep on a relative's floor on Whidbey
16 Island for clean air, only to face the painful reality
17 of dead shellfish littering the beach. Hundreds of
18 people and billions of sea creatures died in the heat
19 dome, and the production from a number of crops were
20 cut by half. Thousands of homes are now destroyed by

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1 wildfires alone nearly every year. This impacts our
2 economy, our housing stock, and our physical and our
3 mental health. I'm very alarmed about whether our
4 five-year-old son will be able to thrive when he's my
5 age. This depends on the decisions that we make now.

6 Exposure to wildfire smoke has significant health
7 impacts on lungs, hearts, and brains, especially for
8 pregnant women, infants and children, and those with
9 chronic illnesses. Extreme heat not only makes
10 wildfires more likely. It also amplifies the effect of
11 air pollution on human health. Given structural
12 inequity and the history of redlining in the United
13 States, this disproportionately affects low-income
14 communities and black, indigenous, and people of color.

15 This means that to achieve the environmental justice
16 agenda of the Biden Administration, a rapid transition
17 to clean transportation is necessary.

18 We need to slow the progression of climate change
19 without delay within our infrastructure and systems.
20 This means that the EPA must finalize an ambitious rule

1 this year in 2021 without any loopholes. It is
2 critical that we have a long-term plan. The EPA must
3 also set stronger standards through at least 2030 to
4 drive the transition to zero emission vehicles the
5 Nation needs and that President Biden has called for in
6 his executive order. We must cut emissions as quickly
7 as possible from gasoline cars and increase the
8 adoption of electric vehicles so that we can get to a
9 100-percent electric new car market by 2035. Thank
10 you.

11 MS. THOMPSON: Thank you for your comment. The
12 next speaker will be Jack Darin. Jack, you may now
13 unmute, and please state your name and affiliation for
14 the record.

15 MR. DARIN: Thank you. My name Jack Darin. I'm
16 the director of the Sierra Club Illinois chapter, and
17 I'm representing over 120,000 of our members and
18 supporters here in Illinois. And I want to thank you
19 for the opportunity today to testify and for holding
20 this hearing.

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1 So, vehicle emissions are the major air quality
2 challenge in Illinois when it comes to both the global
3 existential threat of climate change and also the local
4 urgent public health threat of certain smog pollution
5 on days like we're experiencing this week. Just
6 yesterday, according to EPA's Air Now website, the Air
7 Quality Index for Chicago and its west and north
8 suburbs, so most of our region, exceeded 150 in the
9 unhealthy category. And just briefly, here's what EPA
10 advised us to do yesterday based on that level of
11 pollution. It said that "Sensitive groups should avoid
12 prolonged or heavy outdoor exertion and schedule
13 outdoor activities in the morning when ozone is lower.
14 Consider moving activities indoors." This, of course,
15 is during a pandemic. "People with asthma, keep quick
16 relief medicine handy, and everyone else, reduce
17 prolonged or heavy outdoor exertion. Take more breaks
18 or do less intense activities. Schedule outdoor
19 activities in the morning when ozone is lower."
20 Now, of course, those sensitive groups are more

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1 likely to be people of color and other environmental
2 justice communities that have already been
3 disproportionately impacted by this pandemic and by
4 pollution generally. And the largest source of the
5 pollution causing this public health threat is
6 transportation. Emissions from electric vehicles, such
7 as PM 2.5, are a major public health hazard, and Asian-
8 American, black, and Latino residents of Illinois are
9 exposed to higher-than-average levels of particulate
10 matter from cars, trucks, and buses. Chicago and the
11 rest of Cook County has the state's highest PM 2.5
12 pollution exposure, again, due in large part to the
13 transportation sources.

14 The transportation sector is also the largest
15 source of Illinois' climate-disrupting emissions after
16 we've made some reductions in our electric sector, and
17 so the main source within transportation is coming from
18 the passenger vehicles we're talking about today. And
19 Illinois has definitely experienced climate change.
20 Our precipitation has increased substantially. We have

1 more torrential downpours and devastating floods,
2 including in our Illinois and Mississippi Rivers. Our
3 average daily temperatures have risen one to two
4 degrees Fahrenheit in most areas of the state, making
5 our summers hotter, and our winters warmer, and our
6 droughts longer and more severe. Our Lake Michigan
7 shoreline of late is crumbling under record lake levels
8 and extreme weather, and agriculture is very important
9 in Illinois. We're the sixth largest agricultural
10 state in the country, and our ability to feed
11 ourselves, and the rest of the country, and indeed the
12 world, will be diminished if the climate crisis is not
13 mitigated.

14 Now, as a state, Illinois is beginning to move
15 boldly to address these threats, but we need to be
16 building on a baseline of the strongest possible
17 national vehicle standards for emissions. Here in
18 Illinois, the Sierra Club is part of the Illinois Clean
19 Jobs Coalition, which has put forth a plan to get one
20 million electric vehicles on the road here by 2030,

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1 while prioritizing equity and attainability for all.
2 And this goal has recently been championed by our
3 governor, J.B. Pritzker, who is making state
4 investments in electric vehicles infrastructure and in
5 fleets and seeing the real potential for our state as a
6 center for EV manufacturing. So, we are moving ahead
7 here, but we'll make the most progress if we're doing
8 so on top of the strongest possible national emission
9 standards.

10 The original clean car standards passed in 2012
11 under President Obama were an effective tool to reduce
12 emissions from vehicles, and in 2020, our state
13 defended public health and the environment by suing the
14 previous Administration for its reversal of those
15 standards. And today we're at a point where we have
16 the opportunity to set the record straight on where our
17 priorities lie on key issues like climate change and
18 public health. We can either go back and set a rule
19 that is weaker than the one we originally had under the
20 Obama Administration, or we can recognize that the

1 impacts of climate change have gotten worse and that we
2 must set the boldest standards possible that exceed
3 even the one finalized in 2012. Not doing that and
4 setting a bold standard means that Illinois will
5 continue to face intensifying climate disasters and not
6 doing everything we can to protect the most vulnerable.

7 It's clear that not only do we need to clamp down
8 on vehicle pollution, but we need to create policies
9 that reflect the gravity of our climate crisis and
10 center environmental justice. And that's why I'm here
11 today to urge EPA to set the strongest rule possible
12 that will get us on track to 100 percent EV sales by
13 2035. To do so would offer hope for a healthier future
14 to those who are worried about breathing the air that
15 we have today, and not doing so would mean that we'll
16 face the catastrophic consequences of climate change
17 that the recent IPCC report laid out as a code red for
18 humanity. So, I hope we can heed that call for change
19 and adopt the strongest possible standards. Thanks for
20 listening today.

1 MS. THOMPSON: Thank you for your comment. The
2 next speaker is Frank Granda. We do not currently see
3 you listed among the list of attendees. However, if
4 you have joined under a different name, we would invite
5 you to -- we would invite you raise your hand at this
6 time. And if you have called in, you can do so by
7 dialing Star 9 on your phone.

8 (No response.)

9 MS. THOMPSON: Okay. We will move on to the next
10 speaker. The next speaker on our list is Kelly
11 Fleming. Kelly, you may now unmute, and please state
12 your name and affiliation for the record.

13 MS. FLEMING: Thank you. My name is Kelly
14 Fleming. I'm the policy director for the Zero Emission
15 Transportation Association. Thank you for providing
16 the opportunity to speak today on behalf of the Zero
17 Mission Transportation Association, or ZETA. We are an
18 industry-backed coalition advocating for 100 percent
19 electric vehicle sales by 2030. Our member companies
20 are on the cutting edge of innovation in the EV space,

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1 from two-wheeled vehicles to medium and heavy-duty
2 trucks, and we represent a majority of the market for
3 electric light-duty vehicles.

4 ZETA thanks the Administration for prioritizing
5 the reduction of emissions from transportation through
6 the proposed standards, and we look forward to working
7 with you to ensure a zero-emission transportation
8 future with the United States being dominant in the
9 auto industry once again. We recognize that without
10 electrification of the transportation sector, there is
11 no way the United States will meet its climate targets.

12 To that end, a proposal that will achieve just over
13 eight percent EV deployment in Model Year 2026 misses
14 the mark.

15 While the proposed stringency of Alternative 2
16 standards may be a step in the right direction, ZETA
17 recommends that the agency implement a rule that is
18 much more stringent than any of the proposals analyzed.

19 ZETA members, including Rivian, Tesla, and Lucid,
20 among others, have created over 250,000 American jobs

1 and are scheduled to produce and accelerate the
2 delivery of a variety of electric vehicles during the
3 implementation of the new rule. Some of these
4 automakers and models are debuting in the next two
5 years, so the EPA's 2017 baseline using the impact
6 analysis of the proposed standards neither accounts for
7 these new entrants nor the large deployment of EVs
8 post-2017, like the Tesla Model 3. Because of this,
9 electric vehicles and trucks will make up a larger
10 portion of the new vehicle market in 2023 to 2026 than
11 projected.

12 With this in mind, ZETA discourages the inclusion
13 of potential loopholes to meet the proposed standards
14 through overly generous crediting, particularly for
15 technologies that are no longer contributing to the
16 reduction in emissions from the transportation sector.

17 Analysis shows that these extensions could result in
18 an additional 130 million metric tons of greenhouse gas
19 emissions compared to Alternative 2. Rather than
20 artificially expanding the lifetime of older

1 technologies, the standard should be pushing the entire
2 auto industry towards electrification. Extending the
3 lifetime of credits, including multipliers that double
4 the credits earned for every EV sold, weakens the
5 standards and indirectly incentivizes traditional
6 automakers to continue manufacturing their least
7 efficient vehicles, especially as EVs reach price
8 parity.

9 Extension of credits, like those for the hybrid
10 trucks, are outdated. While it made sense to provide
11 these incentives when electric drivetrains were still
12 being innovated, we currently have fully-electric
13 pickup trucks slated to be on the road by 2023,
14 including from Rivian, Tesla, and Ford. The same is
15 true for advanced clean vehicle technologies included
16 for off-cycle credits. ZETA fully supports ambitious
17 standards to cut greenhouse gas emissions and expanding
18 the stringency of Alternative 2 with the elimination of
19 extended credits.

20 ZETA's members are already demonstrating that EV

1 innovation and job creation go hand in hand. We urge
2 the Biden Administration to accelerate this transition
3 and expedite the economic and environmental benefits of
4 light-duty vehicle electrification. Thank you for the
5 opportunity to testify.

6 MS. THOMPSON: Thank you for your comment. Our
7 next speaker will be Dana Gersten. If you have called
8 in, we ask that you raise your hand by dialing Star 9
9 on your phone, and we will unmute you. I can see that
10 you've raised your hand. You should now have the
11 ability to unmute, and then when you are ready, you may
12 state your name and affiliation for the record.

13 DR. GERSTEN: Hi. Can you hear me?

14 MS. THOMPSON: We can.

15 DR. GERSTEN: Okay. Hi. My name is Dr. Dana
16 Gersten, and I am testifying today as a private
17 citizen. I work as a family medicine doctor at a
18 primary care clinic for the uninsured, underinsured,
19 and working poor in Berkeley, California, and also at a
20 community safety net hospital. I take care of newborns

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1 to the very elderly, and I see our poor air quality
2 affecting so many. I'm here to urge the EPA to adopt
3 the strongest possible clean air standards because my
4 patients simply can't keep breathing dirty air and live
5 healthy lives.

6 I see the effects of climate change on my patients
7 almost daily as it directly causes some health
8 emergencies and makes others worse. Many of my
9 patients have lung conditions, like asthma or COPD, as
10 well as heart conditions. We live in a large city with
11 truck and air pollution. This year, like last year,
12 large wildfires make air quality even worse, sending
13 many to the hospital. They breathe unrelenting smoke
14 this time of year, and the poor air quality exacerbates
15 their health condition, sending many to the hospital
16 for intensive care.

17 I think because so many of my patients are living
18 on the edge of making it and not making it, these
19 health exacerbations can send them over the edge into
20 poverty. For example, when I was doing training in

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1 Oregon, I had a patient who was a farm worker who
2 worked with the grape harvest. Wildfires destroyed the
3 harvest, and he was not able to make any money. His
4 electricity bill went unpaid, and his electricity was
5 turned off. He couldn't keep his insulin cold, and
6 then he went into a dangerous hyperglycemia. He became
7 acutely ill, and when he returned back, he was unable
8 to work. So, I think the cycle of poverty and ill
9 health just keeps on going, affecting people who take
10 care of my patients and also the people they take care
11 of, like their spouses and their children.

12 Our health care system can't afford to keep
13 covering the costs of weak auto pollution standards.
14 Especially with COVID, our hospital is near capacity,
15 and there simply isn't room to treat all of the
16 incoming patients with respiratory issues. Many of the
17 people most at risk for lung conditions are already the
18 most vulnerable: the working poor and people of color.
19 The failure to have the strongest possible clean air
20 standards entrench the cycle of poverty that is

1 profound and increasingly difficult to escape. What's
2 more, the ever-increasing amount of climate disasters
3 we face in California takes a serious toll on mental
4 health. Depression and suicide rates are quite high
5 already, and when you pile wildfire smoke and COVID
6 that keep people indoors, the effects can be
7 heartbreaking, especially on children and teens.

8 The EPA needs to adopt its alternative standard
9 and enact the strongest possible rule that has
10 aggressive targets, no loopholes, and which puts us on
11 the path to zero emission future. I'm doing this on
12 behalf of my patients who simply can't afford to wait
13 any more. Thank you so very much.

14 MS. THOMPSON: Thank you for your comment. At
15 this time, we have no one else scheduled to speak. If
16 there is anyone who did not register to speak but would
17 like to, please send an email with your name and phone
18 number to public_hearing@abtassoc.com or call 919-294-
19 7712. I would also like to provide an opportunity for
20 anyone who was scheduled to speak but may have joined a

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1 little bit late to raise their hand, and we can promote
2 you to panelist to give your testimony. I can see that
3 Stephen Wyman has his hand raised, so, Stephen, I will
4 be promoting you to panelist, and you'll need to accept
5 that invitation in order to speak. When you are ready,
6 you may state your name and affiliation for the record.

7 MR. WYMAN: My name is Stephen Wyman. I am the
8 founder and CEO of Evolving Electric Company, and I
9 would like to suggest the EPA regulations must push
10 existing technologies to the fore, highlighting
11 reducing greenhouse gas emissions, reducing
12 methodologies that have existed for decades that are
13 somewhere between scarce and unknown in vehicles
14 available today.

15 First, full-series hybrid electric vehicles, like
16 Nissan's Note ePOWER, or General Dynamics Land Systems
17 RST-V, also known as Shadow. This technology can scale
18 from the smallest to the largest vehicles in use today.

19 Second, the skateboard undercarriage that allows
20 larger battery capacity unobtrusively. This technology

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1 is applied to the new Ford F-150 Lightning as well as
2 being planned for use in a variety of battery electric
3 vehicle platforms. The skateboard could also be used
4 in buses, truck, trailers, train cars, and recreational
5 vehicles. Third, regenerative braking could be applied
6 to all axels, and the appropriate motor generator could
7 also help heavy vehicles climb hills, move train cars
8 around the railyard and tractor trailers around
9 shipping and receiving docks. Fourth, use of solar
10 panels could be especially useful for train cars,
11 tractor trailers, buses, and RVs.

12 It is clear that without specific, defined, and
13 regulated direction from the EPA, vehicle manufacturers
14 are more inclined to respond to pressure from powerful
15 voices and industries that want to maximize profit
16 margins from oil and gas products for as long as it is
17 possible, consequences be damned. The EPA must
18 delineate a specific direction or significant progress
19 in reducing greenhouse gas emissions from vehicles may
20 not soon be forthcoming. I implore the EPA to create a

1 rigorous regulatory regiment devoid of loopholes to
2 expedite greenhouse -- reduce greenhouse gas emissions
3 from vehicles. Thanks for the opportunity to present
4 my perspective.

5 MS. THOMPSON: Thank you for your comment. I
6 would like to again invite anyone who has registered to
7 speak, but perhaps we had missed, to raise their hand,
8 and we can promote you to panelist so you can provide
9 your comments. Apologies. There's a storm outside.

10 (No response.)

11 MS. THOMPSON: Okay. Another reminder. We at
12 this time do not have anyone else scheduled to speak.
13 However, if there is anyone who did not register to
14 speak but would like to, please send an email with your
15 name and phone number to public_hearing@abtassoc.com or
16 call 919-294-7712. We will now pause to see if anyone
17 else would like to make a statement.

18 (Pause.)

19 MR. OLECHIW: So, Kayla, it seems like we have a
20 short break in the number of speakers that we have

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1 right now. I wonder if we should just take a 10-minute
2 pause and come back at the top of the hour at 4 p.m.
3 and see if there's anyone else that would be interested
4 in speaking. It looks like David -- I'm sorry -- Frank
5 has made the appropriate adjustment. So, we'll take
6 about a 10-minute pause here, and we'll come back at 4
7 p.m. to the call. I think about a 10-minute pause here
8 and we'll come back at 4 p.m. and see if there's any
9 other -- if there any other testifiers. If people are
10 coming off of meetings or finishing up work or
11 something like that, maybe this will give them an
12 opportunity to join the hearing one more time, so we'll
13 take a 10-minute pause. Thank you.

14 (Break.)

15 MS. THOMPSON: Hello, everyone. This is Kayla
16 Thompson from Abt Associates, EPA's contractor. It is
17 currently 4 p.m. Eastern Time. We are now rejoining
18 EPA's public hearing about their Revised 2023 and Later
19 Model Year Light-Duty Vehicle Greenhouse Gas Emissions
20 Standards Proposal.

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1 At this time, we would like to invite anyone who
2 would like to speak to raise their hand, and we can
3 promote you to panelist. I can see that, Victoria, you
4 have raised your hand. I will promote you to panelist
5 now. When you are ready, please feel free to unmute,
6 and state your name and affiliation for the record.

7 DR. GILLET: Hi. My name is Victoria Gillet.
8 I'll start by thanking the EPA for holding a hearing on
9 such an important topic. I don't have any official
10 affiliation. I'm a physician, and I'm strongly in
11 favor of the new proposed light-duty vehicle greenhouse
12 gas emission standards. I'm a primary care physician
13 starting a new practice in the City of Milwaukee in
14 Wisconsin, and I got into medicine to help people who
15 are suffering. I'm here today because there's only so
16 much that I can do to prevent that suffering from
17 within my exam room. I'm here today to advocate for
18 changes that decide whether my patients keep breathing
19 dirty air or if they can breathe easy and be healthy.
20 I completed my training in the City of Madison in

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1 Wisconsin, and the effects of clean air are very stark
2 there. There are sections of the city that are green
3 and lush, and then there are parts of the city that are
4 close to overpasses and bus lots with idling large
5 vehicles, and during the pandemic, I saw the difference
6 is between these two locations. I had patients start
7 to come in as vehicles got back on the road with asthma
8 exacerbations. Those patients who are coming in more
9 frequently for those exacerbations were those who lived
10 in those areas next to the vehicles, and it probably
11 comes as no surprise that those patients were also more
12 likely to be people of color and low-income. We know
13 that these people are more likely to be located in
14 areas and cities where they're exposed to more air
15 pollution. We also know that they are more likely to
16 suffer the negative consequences of rising greenhouse
17 gas emissions as well as that particle pollution that
18 decreases their health outcomes and will be more
19 susceptible to increasing heat and other negative
20 consequences.

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1 Particle pollution, we know that there's no
2 specific safe amount, right? Even a small amount of
3 exposure to air pollution can cause health consequences
4 across the life spectrum, from preterm birth to
5 dementia and everything in between. And particularly,
6 it's been shown to decrease COVID outcomes, in
7 particular, for people who become infected. They're
8 more likely to have severe outcomes and even death.
9 So, it's important to me that my patients have access
10 to clean air regardless of where they live, even if
11 they happen to be near locations where there are larger
12 vehicles going by.

13 Thankfully, you know, I know that these are
14 harmful, but we also know the paths to the solution:
15 electrify everything as quickly as possible,
16 particularly transportation infrastructure, and make
17 the electricity that we need for those electrified
18 systems with local green energy. That transition will
19 save 2,000 or more lives per year just in my home State
20 of Wisconsin, and the benefit will disproportionately

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1 be good for those who have had really negative health
2 outcomes in the past.

3 So, if we -- strong solution protections for
4 vehicles, like the one that's being proposed by the EPA
5 right now, is a really important tool to facilitate
6 this transition. Therefore, I strongly support
7 strengthening the U.S. light-duty vehicle greenhouse
8 gas emission standards because this change will make my
9 patients and our country happier and healthier. That's
10 what I have.

11 MS. THOMPSON: Thank you for your comment. If
12 there is anyone who did not register to speak but would
13 like to, we would encourage you to raise your hand at
14 this time. I can see a couple of hands raised, and so
15 the first will be William Davies. I'm promoting you to
16 panelist now. When you are ready, you may unmute, and
17 please state your name and affiliation for the record.

18 MR. DAVIES: Good afternoon. Can you hear me?

19 MS. THOMPSON: We can.

20 MR. DAVIES: Fantastic. Thank you so much for

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1 your time. My name is William Davies. I am a resident
2 of Kansas City, Missouri. I am employed with the
3 Sierra Club, Missouri Chapter, but I'm here speaking on
4 my own behalf as a concerned Missourian and Kansas
5 Citian. Thank you so much for taking the time to host
6 this public meeting.

7 And I'm here to speak as a husband, future father,
8 and resident in support of this important update on
9 vehicle emission standards and greenhouse gas emissions
10 as it will be vital to continuing to ensure that the
11 U.S. remains competitive in moving forward into a clean
12 energy future. And more importantly, I'm protecting
13 the health and well-being of all Americans, like my
14 friends and neighbors here in Kansas City.

15 I will try to be brief. I will not repeat some of
16 the great testimony that you all have heard as to why
17 this -- the science behind this important standard and
18 why it will benefit public health and the environment.

19 I'll speak as a resident of a city that is trying to
20 do all it can to center equity and the well-being of

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1 its residents in taking climate action, particularly in
2 the realm of building codes and building performance
3 standards and improving transportation both for transit
4 and public transportation purposes, as well as city
5 fleet vehicles, for doing the necessary work that needs
6 to be done.

7 Improving standards like this and setting at a
8 national standard, a national benchmark for improving
9 emission standards for vehicles to help cities, like
10 Kansas City, and states and the private sector that are
11 looking to improve their vehicle performance because by
12 -- in order -- by working to meet standards set by the
13 Federal Government and by our leaders at the EPA, and
14 the Administration, and in Congress, it helps to --
15 helps these entities at the state level or at the local
16 level set targets to meet these ambitious goals, and
17 thereby improving efficiency, improving the business
18 models, and improving their technology so that they are
19 meeting standards that protect the health and well-
20 being of residents, and just to continue to advance

1 technology to make it better for the planet and better
2 for the environment. And this also helps create
3 important funding mechanisms to support continued
4 growth and expansion of better vehicle technology at
5 the city and the state level.

6 So that is all to say that by setting this --
7 these ambitious targets and setting the standard for
8 the nation to follow, the EPA, by moving this rule
9 forward, will help cities and states continue to
10 advance and improving our vehicle technology, and
11 protecting the health of all Americans, and continue to
12 make sure that our industry is competitive, creating
13 jobs in that new clean energy future. So, thank you so
14 much again for taking the time to host this public
15 meeting and for allowing me to speak, and to reiterate
16 my support for advancing this updated standard. Thank
17 you so much for your time.

18 MS. THOMPSON: Thank you for your comment. The
19 next speaker will be Heather Price. When you are
20 ready, please unmute and state your name and

1 affiliation for the record.

2 DR. PRICE: Yes, hi. My name is Heather Price,
3 and my affiliation, I am a person in Washington State.

4 I'm also a climate scientist and atmospheric chemist,
5 and so I want to speak a little bit about my personal
6 experience with climate change and with the clean fuel
7 standards.

8 I'm going to turn on my video.

9 So, I've had experience with owning a car that's
10 run on biodiesel, on biofuels, and I'm an atmospheric
11 chemist, so I've been working on global chemical
12 transport models and doing measurements. And over the
13 20 years that I've been an atmospheric chemist and a
14 climate scientist, my views have changed a lot. I used
15 to think that hydrogen was going to be one of the main
16 solutions, even gray and blue hydrogen, which I
17 encourage you to look up if you don't understand what
18 those are. The only solution if we're going to use
19 hydrogen is if it is green hydrogen coming from clean
20 electricity. In terms of biofuels, I used to run my

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1 car on biodiesel, and through the work that I've been
2 doing over the past 20 years, I've come to realize that
3 biofuels are also a delay tactic. They are not a
4 solution, that they produce the same air quality issues
5 and air pollution, particularly NOx pollution, and, in
6 some cases, more pollution.

7 So, in terms of health and air quality,
8 electrifying our vehicle fleet is really the only
9 solution that we have. And as we clean up our
10 electrical grid, then everything, right, this really
11 does get at the root of the climate crisis and how
12 we're going to address it. It means electrifying
13 everything using zero carbon sources of electricity,
14 such as wind and solar. It means electrifying our
15 vehicle fleet and coming up with ways of recycling the
16 batteries because, yes, there are issues with batteries
17 and with the pollution there. But one of the issues
18 also with batteries, people talk about, oh, recycling.

19 Well, the elements that are in those batteries are
20 there. They're transitioned, but --

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1 Oh sorry. I'm sorry. I got disconnected for a
2 second there.

3 So, the elements within those batteries are always
4 there. They're transitioning between redox states, but
5 they're not going into the atmosphere the way that,
6 say, when you burn toxic fossil fuels and those go into
7 the atmosphere either as methane or as carbon dioxide,
8 depending on fuel source.

9 The other thing I want to mention quickly is RNG,
10 which is called renewable natural gas, is also not a
11 viable solution either in our pipelines or people's
12 homes. This is a little bit different than the clean
13 fuel standards for autos, but I think it's an important
14 piece of the puzzle because a lot of companies are
15 trying to say that RNG belongs in vehicles, too, and
16 natural gas is not clean. It is a climate wrecking
17 ball as it leaks. The latest IPCC report shows that
18 it's 84 times more potent than carbon dioxide, and when
19 that leaks over time, it turns into carbon dioxide
20 which persists for centuries, acidifying our oceans,

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1 continuing to heat our planet. So, we really need true
2 solutions. We really need a strong -- you know, when
3 you're moving forward with these fuel standards, go as
4 far as you can because we don't have much time. Make
5 them really strong because we really need to get to
6 zero, and that means electrify, electrify, electrify.

7 And then also a little bit about my own personal
8 experience with climate. I live in Seattle, and we are
9 feeling the climate crisis firsthand. I have children
10 in my home with asthma who cannot go outside when it's
11 smoky. I have students who are homeless, who are stuck
12 outside in the smoke, and it is climate exacerbated. I
13 grew up here in Washington. I did -- I never saw smoke
14 in the Seattle area. Yes, on the east side it's -- you
15 know, forest fires over there are natural, but talking
16 with the mayor of Twisp, I was in a talk with her at
17 the Pacific Science Center. And she talked about how
18 it used to be about two or three weeks of wildfires,
19 and now she keeps fire equipment in her car because
20 she's seeing more than a month of fire season in her

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1 community. So, we are really being impacted by climate
2 change today, and we don't have any time left to wait.

3 So please, please, please, make the strongest
4 standards that you can. Thank you so much.

5 MS. THOMPSON: Thank you for your comment. The
6 next speaker will be Varsha Singh. You may now unmute,
7 and please state your name and affiliation for the
8 record.

9 DR. SINGH: Hello. Good afternoon. This is
10 afternoon in New Jersey. My name is Varsha Singh -- V-
11 A-R-S-H-A. Last name, S-I-N-G-H. I'm affiliated with
12 this group, Nurses for Climate Change. I signed up to
13 be champion because I'm really passionate about doing
14 something as an individual for the climate, make it
15 better for future generation. That's all -- is my
16 goal, so I really am appreciative of this opportunity
17 to express my views about what's happening around us.
18 Thank you for this opportunity to speak with all of you
19 today because this is a critical topic.

20 I'd also like to thank President Biden and his

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1 Administration for acknowledging the importance of
2 tackling climate pollution from transportation. This
3 proposal and the broader actions on clean cars from the
4 Administration are a meaningful step in the right
5 direction, but we really need the strongest possible
6 clean air standards to truly make good on President
7 Biden's commitment to address climate action and
8 environmental justice.

9 I really want to talk about clean our climate
10 personally. I do -- I migrated from India in 1988, and
11 I did experience in my country what I would call
12 pollution where you have to wear a scarf around your
13 face when you are driving. So, emissions from vehicle,
14 this is something that is controllable, and that's why
15 I feel really passionate about the whole issue, and I
16 appreciate the time that I have here today to express
17 my views in front of this group. So, I -- I'm just
18 asking that what we can do as community leaders or as
19 an agency who is in charge of setting the standard so
20 that the vehicles which are driving on the roads are

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1 not adding to the carbon print that is already so
2 strong that we are experiencing the impact.

3 In past 20 years that I have been in this country,
4 I love being in cleaner environment. I love the way I
5 feel about the greenery around me, and slowly I started
6 noticing how we have more rains, more floods. The heat
7 is -- hotter days are increasing every year and slowly.
8 And not only just me, but my son who is really a
9 strong advocate for making things possible to help
10 everyone, actively participating individual
11 contributing to improve the climate for future. So,
12 what I'm saying here in this public hearing is that we
13 need stronger standards. There is a need for stronger
14 standards.

15 EPA's proposal is a necessary step towards
16 addressing the previous Administration's rollback of
17 cleaner car standards, but it's not only a start. You
18 must finalize this rule by this year, 2021, because we
19 really do not have time because the covered model year
20 is 2023 to 2026, and set up more health protection

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1 standards beyond that. Please ensure that the
2 standards result in the real-world reductions in
3 greenhouse gas emissions, and please don't include any
4 shortcuts for auto makers to cut corners. We know that
5 car is necessary for every one of us, and we all are
6 going to use cars, but what we require is an eco-
7 friendly car.

8 So, as an individual, as a responsible individual
9 of this society and someone who really cares about the
10 future generation, as a nurse practitioner, we in this
11 country together want to see all citizens and residents
12 breathing a good quality of air and enjoying the
13 quality of life that everyone deserves. As a
14 healthcare provider, this has been my message to all my
15 patients to everything. Prevention is better than
16 cure, and this case it applies to our standards, EPA
17 standards, as well. We can prevent so much disaster in
18 the future if we can just make the right standards.
19 Thank you so much for listening to me.

20 MS. THOMPSON: Thank you for your comment. At

1 this time, we have no one else scheduled to speak
2 during the current time slot. However, if there's
3 anyone who did not register to speak but would like to,
4 we would invite you to raise your hand at this time.
5 And if you have called in, you may raise your hand by
6 dialing Star 9 on your phone. Additionally, if you
7 were registered to speak but not have -- but have not
8 yet provided your testimony, we also invite you to
9 raise your hand at this time, and we will promote you
10 to panelist.

11 (No response.)

12 MS. THOMPSON: Another brief reminder that if
13 you're having any technical difficulties, please send
14 an email to public_hearing@abtassoc.com or call 919-
15 294-7712. We will be putting up a list of remaining
16 registered speakers on the screen now. We invite,
17 again, anyone who registered to speak but has not yet
18 provided their testimony to use their hand at this
19 time, and we will promote you to panelist.

20 (No response.)

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1 MR. OLECHIW: Just a short announcement. EPA
2 recognizes that there are some registered speakers that
3 that have not yet had the opportunity to speak, and so,
4 of course, we'd very much like to hear from them if
5 they're available. And, of course, there may be some
6 late participants that identify themselves as speakers.
7 So, our intention is to stay to keep the hearing live
8 until 4:45 or until registers -- all registered
9 speakers that would like to speak have had the
10 opportunity to do so, whichever comes first. So, we'll
11 be standing by until at least 4:45. Thank you.

12 (No response.)

13 MS. THOMPSON: As a reminder, the remaining
14 registered speakers are now listed on the screen. We
15 invite anyone who is registered to speak but has not
16 yet provided their testimony to raise their hand at
17 this time. Additionally, if there is anyone who did
18 not register to speak but would like to, we encourage
19 you also to raise your hand. And if you are having any
20 technical difficulties, please send an email to

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1 public_hearing@abtassoc.com or call 919-294-7712.

2 (No response.)

3 MS. THOMPSON: I do not see any raised hands at
4 this time, but as Mike mentioned, we will be here until
5 4:45 or until all registered speakers have had a chance
6 to speak.

7 (No response.)

8 MS. THOMPSON: Hello, everyone. As a reminder,
9 the remaining registered speakers are now listed on the
10 screen. We invite anyone who is registered to speak
11 but has not yet provided their comment to raise their
12 hand at this time. Additionally, if there is anyone
13 who did not register to speak but would like to, we
14 encourage you to raise your hand, and we can promote
15 you to panelist to provide your comment. Will now
16 pause to see if anyone else would like to testify.

17 (No response.)

18 MS. THOMPSON: Hello, everyone. As a reminder,
19 the remaining registered speakers are now listed on the
20 screen. We invite anyone who is registered to speak

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1 but has not yet provided their testimony to raise their
2 hand at this time. Additionally, if there's anyone who
3 did not register to speak but would like to, we
4 encourage you to raise your hand, and we will promote
5 you to provide testimony.

6 (No response.)

7 MS. THOMPSON: I do not currently see any new
8 raised hands, and so we will take another pause to see
9 if anyone else would like to testify.

10 (No response.)

11 MS. THOMPSON: Hello, everyone. As a reminder,
12 the remaining registered speakers are now listed on the
13 screen. We invite anyone who is registered to speak
14 but has not yet provided their testimony to raise their
15 hand at this time. Additionally, if there's anyone who
16 did not register to speak but would like to, we also
17 encourage that you raise your hand, and we can promote
18 you to panelist so you can provide your testimony.

19 (No response.)

20 MS. THOMPSON: I do not see any new raised hands

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1 at this time, so we will take another brief pause to
2 see if anyone else would like to testify.

3 (No response.)

4 MR. OLECHIW: So, it is now 4:45, and I would like
5 to take one more effort to see if there's anyone that
6 would still like to speak by raising their hand.

7 (No response.)

8 MR. OLECHIW: Okay. It seems that we have covered
9 everyone. So, some closing remarks here. First of
10 all, I want to express, on behalf of our office and our
11 senior EPA leadership, our gratitude for the effort of
12 so many to participate in this hearing. I also want to
13 acknowledge my colleagues for serving on this panel and
14 Abt Associates for their effective and professional
15 moderation of this hearing. Again, please remember
16 that we will be accepting written comments through
17 Monday, September 27th.

18 With that, I conclude this public hearing. Have a
19 good evening, everyone, and thank you again.

20 (Whereupon, at 4:46 p.m., the public hearing was

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1 adjourned.)

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